



Prepared by:

**Federal Highway
Administration**
Florida Division

**Federal Transit Administration
Region 4**

2004 Certification Report

*Miami Urbanized
Area*

*Palm Beach, Broward,
and Miami-Dade
Metropolitan Planning
Organizations*

May 24, 2004

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I. INTRODUCTION

A. Overview of the Federal Certification Process

The Intermodal Surface Transportation Efficiency Act established a requirement in 23 U.S.C. 134 and 49 U.S.C. 1607 for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes in metropolitan areas with over 200,000 population (i.e., Transportation Management Areas (TMAs)) at least every three years.

Prior to 2000, Palm Beach County, Broward County and Miami-Dade County, along with their respective Metropolitan Planning Organizations (MPOs), each comprised a Transportation Management Area (TMA). As a result of the 2000 Census, the Miami Urbanized Area now encompasses Miami-Dade, Palm Beach and Broward Counties and their respective MPOs within one TMA. As such, each MPO's certification review information is included in this one, unified report that represents the Miami TMA.

As revised by the enactment of the Transportation Equity Act for the 21st Century (TEA-21), 23 U.S.C. 134(i)(5) continues to require that FHWA/FTA jointly certify the metropolitan transportation planning processes in TMAs at least every three years. These reviews also must “provide for public involvement appropriate to the metropolitan area under review.” Moreover, 23 U.S.C. 134(i)(5)(B) states that these certifications may be issued if: (i) the transportation planning process complies with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607 (as amended) and other applicable Federal requirements and (ii) there is a Transportation Improvement Program (TIP) for the TMA that has been approved by the Metropolitan Planning Organization (MPO) and the Governor (or Governor's designee). Moreover, the FHWA/FTA certification finding remains in effect for three years, unless a new certification finding is issued sooner.

The FHWA Florida Division Office and the FTA Region IV Office began conducting TMA Certification Reviews in Florida in August 1994, utilizing a process that consists of four primary activities for each review:

- (a) A “desk review” of selected TMA planning process documents;
- (b) A site visit with staffs from the TMA's various planning agencies (e.g., the MPO, Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public (particularly the traditionally underserved and traditionally underrepresented) to provide comments on the TMA planning process;
- (c) FHWA/FTA preparation of a *TMA Certification Review Report* that documents the certification review's findings; and

- (d) A formal FHWA Division Office presentation of the review’s findings and FHWA/FTA certification action at a future meeting of the respective MPO Policy Board.

B. Scope of the Certification Review

The purpose of this review was to allow FHWA and FTA to evaluate whether the transportation planning process meets joint FTA and FHWA planning regulations, and to certify, as appropriate, the planning process as required by 23 CFR 450.334, entitled “Metropolitan Planning Process: Certification.” As part of this review, the team considered products and materials related to the transportation planning process including the:

- Long Range Transportation Plan (LRTP);
- Transportation Improvement Program (TIP);
- Unified Planning Work Program (UPWP);
- Congestion Management Plan (CMS); and
- Air Quality Conformity Determination Report (CDR).

C. Objectives of the Certification Review

The objectives of the planning certification review are to determine if:

- Planning activities of MPO, FDOT, and other agencies with responsibilities for transportation planning are conducted in accordance with FHWA and FTA regulations, policies, and procedures including the provisions of ISTEA and TEA-21;
- The transportation planning process for the metropolitan planning organization is a (3-C) (continuing, cooperative, and comprehensive) process that results in the development, implementation, and support of transportation improvements;
- The UPWP adequately documents MPO’s transportation planning activities and all other significant transportation planning activities occurring in the area;
- The transportation planning products, including the LRTP and TIP reflect the identified transportation needs, priorities, and funding resources;
- Products of the transportation planning process are multi-modal in perspective, complete, based on current information, and interrelated;

- Requirements and objectives of ISTEA and TEA-21, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) are considered and incorporated where appropriate into the planning process and supported through development activities; and
- The issues raised during the last Federal Certification review have been addressed by MPO.

D. Federal, State, Local and Public Participation in the Review

Oversight of the compliance with federal rules and regulations by those receiving federal highway and transit funds, is accomplished by the United States Department of Transportation, Federal Highway Administration (FHWA), Florida Division Office and the Federal Transit Administration (FTA) Region 4 Office. Among other activities, FHWA/FTA have responsibility for: reviewing and approving the annual unified planning work program; reviewing the Long Range Transportation Plan and Transportation Improvement Program (TIP); reviewing amendments to the Long Range Transportation Plan; FHWA approving highway amendments to the Statewide Transportation Improvement Program (STIP) and FTA approving transit only STIP amendments; FHWA making a finding of conformity in Air Quality areas; and making various eligibility determinations.

The site visit portion of the certification review process is conducted by a federal review team comprised of representatives from FHWA and FTA. The participants in each federal review team for the Palm Beach, Broward County and Miami-Dade MPO site visits are included in each MPO's individual section of this report.

Section II

Palm Beach Metropolitan Planning Organization

II. PALM BEACH METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Palm Beach MPO

The first FHWA/FTA Certification Review of the Palm Beach TMA was conducted in June 1996. The Final Report was issued on September 12, 1996. The second certification review was conducted in July 1999. The Final Report was issued on September 13, 1999. In May 2002, the third certification was conducted, with a final issued in September, 2002.

On February 3-5, 2004, a team of representatives from FHWA and FTA met with representatives of the Palm Beach MPO, the Florida Department of Transportation (FDOT), local agencies and the public to conduct the fourth round certification review for the Palm Beach MPO, now part of the Miami TMA. The site visit consisted of structured meetings with staff from the regional, local, and state agencies responsible for transportation and air quality planning, and the major public transit providers. The site visit also included an open forum at which members of the public spoke. Documentation of the transportation planning processes for the MPO was also reviewed before and after the site visit.

The site visit portion of the review took place on February 3-5, 2004. The Federal Review Team was composed of the following four individuals:

Lee Ann Jacobs, FHWA – Florida Division, Transportation Planner
Elizabeth Martin, FTA – Region IV, Community Planner
Cathy Kendall, FHWA- Florida Division, Transportation Planner
Tamara N. Christion, FHWA – Illinois Division, Professional Development
Program Trainee

The review team met with representatives of the MPO, FDOT, Palm Tran, and South Florida Regional Transportation Authority (Tri-Rail), the Technical Advisory Committee, and the Citizens Advisory Committee. Individuals on staff of the state and various local transportation agencies were interviewed or provided input during the review. Please see **Appendix A** for a list of people in attendance for the site visit. The site visit agenda is shown in **Appendix B**.

The public was presented an opportunity to provide input to the review team and express their concerns on transportation planning issues during the course of the review meetings. A public meeting, designed to elicit comments from the public on the MPO planning process, was held at 2:00pm on February 4, 2004, in the Palm Beach County Planning, Zoning and Building Commission Chambers. The meeting was advertised twice in two different local newspapers, as well as being advertised in Spanish. A copy of the notices (English and Spanish) are included as **Appendix C1** and **Appendix C2**. The notice was also posted on the MPO's website. Comment forms were provided for those that wanted to submit comments, but did not wish to

speak publicly. The meeting minutes and public comments received are included as **Appendix D**.

B. Findings from Previous Review and MPO Responses

The report documenting the previous transportation planning certification review findings was issued on September 10, 2002.

Previous Corrective Actions

FHWA and FTA certified the planning process and issued no corrective actions at that time. However, the 2002 Review did highlight several areas for further improvement through the recommendations described below. The MPO's responses to these recommendations from the last certification review are also provided.

Previous Recommendations

The September 10, 2002 report provided the following twelve recommendations for continuing quality improvements and enhancements to the transportation planning process for the region:

1. Public Involvement Plan: The MPO has updated their Public Involvement Plan to include evaluation techniques. The next step is to actually begin implementation of the assessment process with the establishment of baselines for each method or activity to be evaluated in the future. The MPO is encouraged to follow through on the preparation of an annual report on public involvement activities and their effectiveness in meeting established goals for distribution to the MPO and the public, as specified in the Public Involvement Plan.

MPO Response: The MPO Marketing Study will include testing and evaluating various public involvement methods. The results will be baselines for the methods as well as refinement of the goals set for public involvement.

2. Presentation materials: The MPO is encouraged to continue pursuing the development of brochures and pamphlets on the MPO's duties, responsibilities and activities to distribute at public meetings and presentations, and presentation materials for displays and exhibits at conferences and public meetings. The development of a Title VI display is also recommended.

MPO Response: The MPO staff has developed a brochure with a general overview of the MPO and its responsibilities. Two versions were created, with and without color. Display boards with maps have been prepared for public events which show the 2025 Transportation System Plan and the current Transportation Improvement Program projects. Both sets of promotional material were recently used at the South Florida Fair.

3. Public Involvement: The MPO should work to broaden their database of public involvement contacts and better their documentation of public involvement activities. This can be accomplished through sharing mailing lists between the transit agencies and the MPO, exploring the use of community events to solicit input, using community centers and churches to hold meetings and workshops to closer to the community, and creating scrapbooks of PI activities to provide documentation. It is also recommended that the MPO develop some type of analysis (i.e., survey) to determine the socio-economic and location information on the citizens who are receiving information by mail, and that the MPO establish a process for documenting responses to comments, letters and telephone calls that can readily be reviewed.

MPO Response: The staff is building its public contact lists through contacts and presentations with various agencies, organizations and associations. Summaries of the meetings will be prepared as part of the annual public involvement report. Mailing addresses will be cross-referenced with information associated with census demographic data.

4. Public Involvement: The MPO is strongly encouraged to continue their pursuit to add a public involvement specialist to the MPO staff to continue the enhancement of the PI process.

MPO Response: A position has been created and filled on the MPO staff for a public information specialist. The 2030 LRTP update includes tasks to identify local communities and create profiles of each one. The tasks also include extensive outreach programs with varying methods to identify ways to reach the public in Palm Beach County. The information and knowledge gained through the update will be maintained and expanded for continuing public involvement activities.

5. Title VI: The MPO should maintain documentation of their Title VI strategies and maintain records that document their Title VI strategy and implementation.

MPO Response: The MPO will document the Title VI strategies and activities it undertakes for transportation planning.

6. Citizen Advisory Committee: The MPO is strongly encouraged to consider adding rural/agricultural and Hispanic representatives to the CAC. A more accurate reflection of the MPO area's demographic characteristics of the population is needed.

MPO Response: The MPO is reviewing the composition and attendance of the current CAC membership to consider revisions to the committee. A representative of the western agricultural community has been added to the committee. Efforts are ongoing to obtain Hispanic representation as well.

7. Continuing Operations Plan: It is recommended that the MPO consider the development of a continuity of operations plan (COOP) to provide alternative locations to house backup data, etc. for security and safety precautions.

MPO Response: The UPWP contains an element to prepare a COOP. The MPO staff will be working with the County Emergency Management Division to incorporate MPO activities in with the overall County plans.

8. Flexible Funds: The MPO is encouraged to use the ability to “flex” more highway funds to fund transit projects, as appropriate.

MPO Response: The MPO will consider “flexing” highway funds to transit projects, as appropriate.

9. Unified Planning Work Program: It is recommended that the planning subcommittee of the tri-county RTO draft regional project descriptions to be used in the UPWP for Miami-Dade, Broward, and Palm Beach MPOs (for uniformity in each of their respective UPWPs).

MPO Response: The MPO will work with the tri-county RTA to review and coordinate regional transportation planning activities.

10. Greenways Plan: It is recommended that the MPO coordinate the development of the greenways plan with the Palm Beach County Planning Department and facilitate broadening the plan to include corridors for passive recreation travel.

MPO Response: The MPO bicycle and pedestrian committee has been expanded to include greenways into its non-motorized transportation planning activities. The MPO has agreed to fund greenway studies by the County Environmental Resource Management Department to include recreational uses of the greenways.

11. List of Obligated Projects: If the MPO continues to make the list of obligated projects using Federal funds for the previous year available and included as part of the TIP, it is suggested that specific text be added to future TIP advertisements and the MPO’s website to notify the public that the list of obligated projects using Federal funds from the previous year is available and included in the TIP.

MPO Response: The MPO will include notification of the availability of the list of Federally funded projects in future advertisements to the public.

12. Project Descriptions: The MPO is encouraged to continue their efforts in working with FDOT to improve the project descriptions in the LRTP, TIP and accompanying CDRs.

MPO Response: The MPO will continue to work with FDOT to provide better project descriptions in the LRTP and the TIP. The MPO will continue to refine its identification methodology in the next LRTP update.

C. Organization and Management of the Planning Process

1. Description of the Planning Area and Local Agencies

For transportation planning purposes, the Palm Beach MPO's jurisdiction includes all of Palm Beach County and the 37 municipalities therein. As of the 2000 census, over 1.1 million people live in Palm Beach County. West Palm Beach and Boca Raton are the two largest cities in the County, with populations of over 82,000 and 74,000 respectively.

Located along Florida's east coast, Palm Beach County is one of the two largest counties in Florida, with approximately 2,023 square miles of land area (not including lakes), measuring approximately 50 miles east-west and 45 miles north-south. While the eastern portion of Palm Beach County is largely urban, the western portion is largely rural, with expansive wetlands to the southwest and agriculture dominating the northwestern end of the County. Over 95% of the county's population resides along the east coast and the remaining residents in the western area, with approximately 20 miles separating the two areas.

There are large areas of predominantly elderly and retired populations, many on fixed incomes. There are many gated communities with limited access to the transportation network and limited means internally to access the network. There are many developments with lower densities located in the northern and western areas of the eastern area. Income ranges from very low to very high in areas with close proximity. These factors combine to present many challenges and opportunities for transportation.

Along with Broward and Miami-Dade counties, Palm Beach County is part of the Southeast Florida airshed, which was initially designated as an ozone "moderate" non-attainment area under the one-hour ozone National Ambient Air Quality Standards (NAAQS), pursuant to the passage of the 1990 Clean Air Act Amendments. Although the airshed was re-designated as a "maintenance area" in April 1995, each of the airshed's three MPOs continue to address transportation conformity throughout the development of their respective Long Range Transportation Plans and Transportation Improvement Programs.

A large and diverse group of state and local agencies participate in transportation planning for the MPO area. A number of these agencies receive, or are eligible to receive, federal transportation funds either through the state of Florida, or directly from the Federal government. Examples of these types of agencies include SFRTA/Tri-Rail, Palm Tran, Florida Department of Transportation, and the Palm Beach County Department of Airports.

There are other agencies in the Palm Beach area that are involved in the transportation planning process that do not receive federal surface transportation funds on a regular

basis. These include: the Florida Department of Environmental Protection, Palm Beach County Planning, Zoning and Building Department, Palm Beach County Health Department, Treasure Coast Regional Planning Council, Palm Beach County School Board and local municipalities.

2. Metropolitan Planning Organization Structure

The Palm Beach MPO is the lead agency responsible for determining overall policy affecting long-range and short-range transportation programs and plans for Palm Beach County, Florida.

The following JPAs and other agreements are in effect with the execution dates indicated:

- Urbanized Area Transportation Planning Agreement between the FDOT and the MPO (October 21, 1981);
- Interlocal Agreement creating the MPO (May 5, 2000).
- JPA for PL/Section 112 Funding between FDOT and the MPO (December 12, 1980);
- Intergovernmental Coordination and Review and Public Transportation Coordination Agreement between the Treasure Coast Regional Planning Council (TCRPC), multimodal agencies, and the MPO (November 11, 1977, updated July 13, 1999);
- Staff Services Agreement between Palm Beach County and the MPO (October 21, 1985).

These planning agreements need to be reviewed and updated periodically to make sure they are still valid. The JPA for PL/Section 112 Funding agreement needs to be updated. FDOT has developed templates of these agreements.

The Palm Beach County Metropolitan Planning Organization (MPO) recently revised its membership and is now composed of nineteen (19) elected officials from the County, municipalities and the Port of Palm Beach. Each member of the board has one vote, with the Florida Department of Transportation (FDOT) being a non-voting member.

Voting membership consists of five (5) Palm Beach County Commissioners, two representatives from each of the cities of West Palm Beach and Boca Raton, and municipal representatives from the Town of Jupiter, the City of Palm Beach Gardens, the City of Riviera Beach, the City of Boynton Beach, the City of Delray Beach, the City of Lake Worth, Village of Wellington, City of Belle Glade, Village of Royal Palm Beach, and City of Green Acres (Royal Palm Beach and Green Acres alternate membership on the board annually). A Port Commissioner represents the Port of Palm

Beach. The Tri-Rail Commuter Rail Authority (Tri-Rail) is represented by a Palm Beach County Commissioner. The Palm Beach County International Airport (PBI) is a part of the County government.

An MPO member also serves on the South Florida Regional Transportation Authority (RTA) Board. MPO staff serves on the RTA Planning Technical Advisory Committee (PTAC) and the ADA Advisory Committee.

The primary boards and committees of the MPO are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle/Pedestrian Advisory Committee (BPAC), and the Transportation Disadvantaged Coordinating Board (TDCB). These bodies review projects, plans and programs and make recommendations to the MPO Board at various times on projects within their scope.

The Technical Advisory Committee (TAC) is composed of engineers and planners involved in all areas of transportation planning and operations (including fix-routed and paratransit, commuter rail services, airports, seaport and bicycle/pedestrian), comprehensive planning, and environmental sciences, including air quality monitoring agencies at the municipal county and state levels. The TAC has eighteen (18) voting members, including representatives of the FDOT District 4 Offices of Planning and Environmental Management and Modal Development, Palm Beach International Airport, Tri-Rail, the Port of Palm Beach, Palm Tran, Florida Department of Environmental Protection, the County Health Department (Air Quality), and the Palm Beach School Board.

The Citizens Advisory Committee (CAC) membership includes individuals appointed by the MPO to represent various interests or population groups. The CAC is composed of citizens with varying backgrounds, age groups and geographic locations. Several members represent the aging and elderly community. Several members are involved in land development and construction, which is a significant portion of the local economy. A recent addition to the CAC serves the western agricultural industry, also a significant portion of the economy. Other members include a private transportation provider, a School Board member, a trucking company representative and a local environmentalist.

The Bicycle/Greenway/Pedestrian Advisory Committee (BPAC) includes individuals involved in recreation planning, traffic operations, comprehensive planning, law enforcement, and private business. The Transportation Disadvantaged Coordinating Board (TDCB) membership is set by state statute to include social service agencies, transportation operators and citizens using the system.

3. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is used to: identify and define various tasks; estimate funding requirements and resources necessary to carry out activities

and programs for the 3-C transportation planning process for the urban study area; and schedule these resources over the year to ensure the activities are accomplished. The relationship between the various tasks is indicated in the Program. The tasks show a progression over the years that reflect the continuity of the long range and short-range transportation plans and programs. The UPWP is used as an information document to outline the MPO functions and activities, as well as provide guidance for local governmental units in coordinating planning activities and seeking programs to address local problems. The MPO uses the Technical Advisory Committee as the primary coordination mechanism for the development of the UPWP.

The MPO develops and prioritizes activities by the following:

- Progress or completion of tasks in the current year's UPWP;
- "Planning Emphasis Areas" periodically or annually issued by FHWA/FTA;
- Special needs arising or becoming apparent during the year;
- Special requests of the MPO Policy Board or local Governments;
- The seven planning factors of TEA-21;
- The general planning requirements of TEA-21 for metropolitan areas and special planning requirements for Air Quality Transportation Management Areas (TMAs);
- Federal regulations, including American with Disabilities Act, Title VI, etc, and rule changes;
- FDOT District or statewide planning tasks;
- Locally defined needs including those required by Local Government Comprehensive Planning and the Land Development Regulation Act, Chapter 163, Florida Statutes, and Rule 9J-5; and
- Tasks identified and defined by modal agencies (transit, rail, port and airport).

As Palm Beach County's anticipated growth over the next 20 years is steadily climbing, the future will highlight the importance of planning for the use of Intelligent Transportation Systems (ITS), the availability of alternative modes for travel, and the movement of freight and goods. Based on the level of effort required for the Palm Beach County area, the federal Planning Emphasis Areas (PEA) and the federal, state and local needs and priorities, the transportation planning process will continue to address a number of areas and projects in the coming year such as:

Downtown Intermodal Transfer Facility

The initial phase of this project will involve the enhancement and upgrading of the current station site east of the South Florida Rail corridor tracks, occupied by Tri Rail, Amtrak and Greyhound. This site will provide an interface for Palm Tran, the commuter rail service, the downtown shuttle, Greyhound, Amtrak, paratransit services, private operators, bicycle and pedestrian travel. The County site west of the tracks is being transferred to the SFRTA who will seek a public-private venture to construct commercial/office facilities.

Freight and Goods Movement Study

This study will evaluate the primary categories of freight and goods movement within and through Palm Beach County, and identify any impediments to freight transportation. Prior to now, the MPO has used available county information to assist the Port in initial efforts to identify freight terminals and those independent operators in the goods movement industry. A consultant will be obtained to assist the MPO in updating and refining an inventory of freight terminals (trucking, rail, air and sea) as well as major distribution centers. The study will also include analysis of truck traffic and accidents on Interstate 95 in Palm Beach County, and a review of expressway truck lane restriction policies along Interstate 95. The study will include the formation of a Freight Advisory Committee to serve as the steering committee for the study and as the beginning of a standing committee for freight movement. The results of the study will be used for further study and input into the Congestion Management Plan and Long Range Transportation Plan.

South US 1 Transit Corridor Evaluation

This study will evaluate existing and needed transit services along selected corridors in Palm Beach County. The study will include recommendations and cost estimates for service alternatives. The results of the study will be presented for consideration in various plans and programs needed to implement the recommendations.

Community Transit Study

The MPO has completed and begun to implement the results and recommendations of the Community Transit Study, a study to investigate the feasibility of community transit service at various locations in the area. The study identified appropriate technologies and their associated costs. The study also reviewed six municipalities and prepared recommendations for service routes. Using the results of the study, the MPO established guidelines and requirements for grants in Palm Beach County to initiate services. The MPO will assist local municipalities and the county in implementing service routes and frequencies; monitoring the service; and assisting in refining routes and frequencies relative to meeting the needs of the public and the requirements of the program. The grants will be used to support the initial three-year program of local transit services, and will be awarded in July, 2004.

In developing the annual UPWP, the Palm Beach, Broward, and Miami-Dade should continue to work together to develop tasks that are regional. Coordinating UPWP items that are regional and/or appear in all three UPWPs (e.g. Tri-Rail, RTO efforts, Freight Studies, Air Quality Inter-MPO Committee coordination, etc.) ensures that the tasks and funding amounts are consistent. The federal funding availability is jointly maintained by MPO and FDOT. MPO staff members track federal funds and managed expenditures through use of the UPWP tasks and time sheets maintained. There has been no problem with the administration of PL Funds.

The MPO staff prepares the UPWP to be user/public friendly by using brief, concise

descriptions of transportation planning activities that identify responsible and participating agencies, providing an acronym list and prominently displaying contact information. The MPO provides opportunities for the public to comment on the draft UPWP prior to final adoption by the Board. The UPWP is placed in public libraries throughout the county with information on providing comments. The draft document is also placed on the MPO website and highlighted on the opening screen.

Copies of the draft UPWP are provided to the Broward and Miami-Dade MPOs for review and comment. Specific tasks related to regional planning activities and planning projects are coordinated to ensure project descriptions, responsible agencies and funding are the same. Some of these activities are coordinated through the RTA planning process.

D. Products of the Planning Process

1. Long-Range Transportation Plan

Federal law requires that TMAs develop a Transportation Plan addressing a minimum twenty-year planning horizon and that this plan be updated at least every five years in Air Quality Attainment Areas. The Long Range Transportation Plan (LRTP) must also identify major roadways, transit systems, and intermodal facilities that function as an integrated regional transportation system. The plan must identify both short term and long term actions needed to develop and maintain an integrated intermodal transportation system that is accessible and provides for the efficient movement of people and goods. The transportation plan must reflect environmental and intermodal considerations and provide a financially constrained agenda for future transportation investments.

The Year 2025 LRTP was adopted by the MPO at a public hearing on November 19, 2001. FHWA issued a finding of conformity on March 14, 2002. The MPO staff has reviewed requests for changes to the Plan, but has not approved any significant changes. The staff has also reviewed the socio-economic data which is the basis for the LRTP to ensure no major changes have occurred.

The 2030 Transportation System Plan update is underway. The MPO has retained a consultant to carry out an update of the adopted LRTP from 2025 to 2030. Initial efforts have included review and update of the Goals, Objectives, and Measures of Effectiveness.

The Certification Team has reviewed the Goals, Objectives and Measures of Effectiveness that were used to develop the 2025 LRTP. Many of the Objectives were not measurable, nor did they include Measures of Effectiveness that would accurately assess whether the objective was achieved. Objective 3.4, for example, states “Congestion management strategies which systematically consider appropriate Transportation Systems Management (TSM) and Transportation Demand Management (TDM) techniques will be identified for implementation”. The Measure of

Effectiveness included for this objective assesses only whether a Congestion Management System has been implemented, not the degree to which it includes TSM and TDM techniques. During the 2030 LRTP update, the MPO should pay particular attention to developing measurable objectives, and identifying those measures that can adequately assess the intended objectives, particularly those relating to safety, using TDM as part of the Congestion Management System (CMS), and preserving environmental quality.

The study will include use of a model validated to 2000 census data and future forecasted land use data. Land use scenarios will be developed and used to evaluate proposed increases in total population. The 2030 Plan Update will be used to evaluate alternatives related to redevelopment and density increases along the coastal area of the urban area. Various transportation alternatives will address the requirements to serve the land use scenarios with differing emphasis on highway-transit usage. The process will also incorporate the Transit Quality Level of Service activities in developing the transit component.

In developing the LRTP, the MPO states that the goals and priorities of the local communities were determined and considered in the plan preparation process. The MPO states that this information is also received on a continuing basis through the TAC, CAC, and MPO boards on local concerns and priorities, and that these factors were taken into consideration during development and adoption of priorities. This process does not appear to be well documented in the 2020 LRTP in that it is not clear that the Cost Feasible Plan, as a whole, was evaluated based on the Goals, Objectives and Measures of Effectiveness. If this was done, the results using the computation methodology have not been included as part of the LRTP. Once the MPO develops the long-range capacity deficiencies and needs analysis during the LRTP update, the new goals, objectives and measures of effectiveness should be used to evaluate the 2030 Transportation System prior to adopting the 2030 Cost Feasible Plan.

The MPO states that identification of local communities and preparation of profiles will be included in the 2030 LRTP study as input to an extensive public involvement program. The Plan development will include extensive public outreach and involvement throughout the process. The Plan process will incorporate the planning screen envisioned in the Environmental Transportation Decision-making (ETDM) process and necessitate the development and inclusion in the Florida Geographic Data Library of the appropriate information for the Palm Beach County area. Common regional elements will be prepared in conjunction with FDOT and the Broward and Miami-Dade MPOs.

The Existing Plus Committed network has been prepared and identification of transportation needs through the computer traffic model are underway. The update will result in a Cost Feasible Plan and interim plans for use in preparing the TIP. Palm Beach is working cooperatively with its member agencies and others to develop the Transportation Plan. The Plan is scheduled for adoption in December, 2004.

2. Transportation Improvement Program

The provisions of 23 U.S.C. 134 (h) require that the metropolitan transportation planning process produce a Transportation Improvement Program (TIP) developed by the MPO in cooperation with the State and public transit operators. The TIP is a list of priority projects and activities intended to accomplish the objectives of the regional transportation plan. These projects listed in the TIP are intended to be carried out over the short-term (5-year) period. The TIP becomes part of the Statewide Transportation Improvement Program (STIP) and is developed and updated on a frequency cycle that is compatible with the development of the STIP.

The TIP must be approved by MPO and FDOT (acting on behalf of the Governor). The FHWA and FTA must make a determination that new or amended TIPs conform with the State Implementation Plan's (SIP's) purpose of attaining the National Ambient Air Quality Standards (NAAQS) prior to its incorporation in the STIP.

The MPO's TIP is a subset of the Long Range Transportation Plan (LRTP). The LRTP reflects the transportation system needed to meet the travel needs of the public within the constraints of policies and funding availability. Capacity improvements must be contained in the LRTP for inclusion in the TIP. Interim year plans are used to assist in determination of the projects to be programmed. These interim plans are also used in review of the TIP for air quality conformity determinations.

The MPO explained that as the TIP is updated, the information gathered by the surveillance program and management systems will be used to perform updates and modifications to the short range plan elements. The Transportation Improvement Program will be prepared using projects selected by the MPO in consultation with FDOT. All projects will be consistent with the cost feasible long range transportation system plan. The MPO further states that the Project Prioritization process will consider the results of the CMS, Transit Development Plan (TDP) and the planning factors identified in TEA-21 in guiding the MPO and FDOT in developing the TIP and STIP, respectively.

The current TIP prioritization process seems to separate projects by discreet categories and then identify priorities based on separate, discreet criteria. Safety projects are identified separately by local municipalities, the County, and presumably, the District's Community Traffic Safety Team. MPO staff does not participate in these project identification processes for safety issues.

The MPO staff is primarily involved with ranking capacity projects, for which the volume to capacity (V/C) ratio is the primary criterion. Although the TIP identifies three policies adopted by the MPO Board for prioritization consideration, there is little documentation to indicate how projects were evaluated based on these separate policies. Although the MPO maintains that the planning emphasis areas and TEA-21 planning factors are considered in the prioritization process, there appears to be little opportunity for this to occur for capacity projects given the almost exclusive use of the V/C ratio in project prioritization. The prioritization process could be substantially

improved by developing a number of criteria, with weights assigned to each criterion, that are then used to evaluate and rank projects for the prioritization. The criteria for each category should address a range of issues, such as those identified in the TEA-21 Planning Factors, which will result in an integrated transportation planning process.

Projects from the Airports, the port of Palm Beach and Tri-County Rail Authority (TCRA) are also included in the TIP. Further, the MPO includes an annual list of projects for which Federal funds have been obligated beginning in the TIP. This information is provided by FDOT and inserted in to the TIP as a separate section. This information is also available in hard copy or on the MPO website.

The public has the opportunity to review and provide input on the TIP annually prior to its adoption. The draft document, which includes information on meetings and providing comments, is placed in libraries throughout the county. The draft is also placed on the MPO website. This information is distributed to the public through advertisements in general circulation newspapers. Notices are also distributed to the MPO mailing list. This process generally begins thirty days prior to adoption. The TIP is adopted following a public hearing by the MPO. TIP amendments are presented and adopted by the MPO at a regularly scheduled meeting as an item on the agenda.

E. Elements of the 3-C Planning Process and Related Activities

1. TEA-21 Planning Factors/Planning Emphasis Areas

Transportation Equity Act for the 21st Century (TEA-21) requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. The seven metropolitan planning factors are:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase safety and security of transportation system of motorized and non-motorized users;
- Increase the accessibility and mobility to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of transportation systems, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Throughout the planning process and in the development of products such as the LRTP, TIP and UPWP, the MPO must consider the seven planning factors. The MPO states that during the development of the Goal, Objectives, and Measures of Effectiveness, the MPO ensures that they are consistent with planning factors. As

indicated previously, the this procedure does not adequately assess the seven planning factors because the planning factors are not reflected in the MPO's Measures of Effectiveness, nor have the results of this analysis been provided.

The MPO also states that it considers the TEA-21 Planning Factors when drafting the UPWP. To demonstrate consistency, the UPWP includes a matrix that cross-references the TEA-21 Planning Factors, the UPWP work tasks, and the Federal Planning Emphasis Areas.

Safety also is a part of the priorities adopted by the MPO annually. The primary consideration relates to accidents on the roadway network and accidents associated with bicycles and pedestrians. The bicycle and pedestrian plans consider safety as a major force in development. Security of intermodal facilities is also becoming a factor in the local transportation planning process. The MPO does not manage any safety programs directly. The MPO states that they are participating in some programs related to bicycles and pedestrians.

The primary efforts relating to safety for the MPO currently are an emphasis on the provision of bicycle facilities for safety reasons. The MPO has identified high accidents locations. Lack of understanding related to operation of bicycles on the roadway network by motorists and bicyclists has also been identified as a problem. The MPO is exploring methods to provide education to the public and encouraging enforcement by local law agencies.

To address growing concerns of security, the MPO is developing a Continuity of Operations Plan (COOP) as part of the County's plan to ensure the continuation of essential services in case of natural or man-made disasters or disruption of service. MPO staff will meet with the county emergency management staff to identify opportunities to incorporate MPO functions. The plans will also be used to develop a plan for continuation of MPO activities which do not apply to the essential services category. The plan will also include backup of Geographic Information System (GIS) data files, work products, and programs unique to the MPO.

The planning for security of the airports and seaports in the area are being carried out by the responsible agencies. While the MPO is not directly involved, they are aware of these agencies' efforts. The upcoming freight study can include consideration of safety and security for highway and rail networks.

2. Financial Planning

The Long Range Transportation Plan incorporates all existing and anticipated funding sources as identified through the statewide transportation revenue forecasting process.

The Florida Department of Transportation (FDOT) has prepared a forecast of state and federal transportation revenue through the year 2025. The MPO used these estimates to prepare the financial forecasts for the LRTP.

The metropolitan area estimates are the area's share of state capacity programs that can be used to fund planned improvements such as highway, transit, rail, aviation, and intermodal access.

The estimates of funds for programs designed to support, operate, and maintain the state transportation system are not included in the metropolitan estimates. As part of the Florida Transportation Plan, the FDOT sets aside "sufficient" funds in the 2020 Revenue Forecast Update for these "non-capacity" programs. For the highway component, non-capacity programs include safety, resurfacing, bridge, product support, operations and maintenance, and administration.

3. Public Involvement/Title VI

a. Citizen's Advisory Committee (CAC)

The MPO attempts to engage citizens in their transportation planning process through a number of activities. Much of these efforts are initiated through the Citizen Advisory Committee (CAC). This committee is one of the official advisory groups for the MPO. The CAC is comprised of citizens selected by the MPO to represent the transportation needs of a given geographical area or socio-economic group(s) within the planning area. The CAC meets regularly and reviews work products of the MPO staff and makes recommendations to the MPO Board. The CAC should be diverse, representing a variety of perspectives, and mirror the general demographic composition of Palm Beach County. Based on discussions with the MPO staff, it is recognized that the membership of the CAC needs to be broadened.

Since the last certification, the CAC has added a western area community citizen but still has no Hispanic representation. The Hispanic population representing almost 12.4% of the county total, these interests should be represented on the CAC. Currently, the CAC has four vacancies and has plans to add a disadvantaged citizen to the CAC by March 2004.

Upon observation at the attended CAC meeting, and in discussions with the MPO staff, it appears to be a challenge to get CAC members to attend meetings and meaningfully participate. If their perception is one of being more of a "rubber stamp" committee than one that provides meaningful input, it will be more difficult to get them to participate. Consideration should be given to how to include them in more meaningful ways in the decision making process, so they will feel that their work is truly important and critical to the work of the MPO. The Public Involvement specialist should be able to help explore this issue with the CAC to improve attendance and participation of current and future members.

b. General Public Outreach

Palm Beach County is a diverse community. The community comprises the very wealthy, the very poor, the homeless, elderly persons, seasonal residents and a large agricultural community including migrant workers. In addition, the County is

geographically large in area, covering over 2200 square miles. These realities create significant challenges for the MPO in trying to reach out and establish relationships with the public at large.

The MPO provides outreach to the general public on specific work tasks, such as the LRTP, TIP, and corridor studies. The Palm Beach MPO utilizes a range of techniques to inform the public of meetings, including traditional newspaper ads and public information releases to the local media to generate stories. Public hearings are advertised in newspapers of general circulation. Meetings schedules are provided to Palm Beach County's Public Information Office and distributed to the media for publication. Specific organizations and agencies involved in transportation and land use planning and the public who have expressed a general interest in transportation or identified a specific transportation item of interest are also contacted.

Additionally, posters displayed in retail stores, survey and comment cards provided in buses, refreshments provided at meetings and the variation of meeting times and locations have all been utilized to this end. The MPO also has a website that provides a plethora of up-to-date transportation information. The MPO has posted a survey mechanism on its web site to obtain information on plans, programs and its operations. Similar surveys will be included in the newsletters distributed to the public and other agencies.

The MPO also provides information on request to publishers of homeowner newsletters related to transportation topics and issues. Efforts to identify more of these groups are underway. MPO staff makes presentations to chambers of commerce, local civic organizations, homeowners groups and local elected officials on general and specific transportation topics. Effectiveness of these approaches is evaluated on the basis of attendance at meetings to discuss the items of interest. Some issues also generate input through mail and email sent to the MPO. The staff also periodically monitors the telephone information requests to determine the items which generate the most interest.

The LRTP has been summarized and printed for easy distribution. The meeting agendas are easily mailed or faxed. The traffic volume information is available as a report or a map. The MPO also makes extensive use of its web site in providing information to the public. Transportation information on traffic volumes and related data is posted for use by the public, other agencies and the consulting industry. The LRTP, TIP, UPWP and other program reports are also on the web site. The MPO gets statistics on the number of visits to the site and average duration each visit.

Another public participation issue the MPO considers is access to public meetings. Public meetings can be accessed by the County's transit system when and where possible. There are limitations associated with the route coverage by the system and the time of day. The transit system generally operates during the day when most of the working public cannot attend a meeting. The regular meetings of the MPO and its advisory committees are held at locations on the transit routes. All meetings are held in Americans with Disabilities Act (ADA) accessible locations. The MPO complies

with the ADA regulations by ensuring that public meetings meet accessibility requirements regarding ramps, handicapped restrooms, etc.

The MPO continues to make needed improvements in this area. With the help of a Public Information/Involvement Firm in addition to their Public Involvement specialist, a study is nearing completion to identify and locate the various population segments of the area so they can be more effectively included in the public involvement process.

The MPO is recognized for the work done within the last two years, but is encouraged to continue its progress in addressing public involvement. The hiring of a public involvement specialist in January, 2004 should help with this effort. Training and technical assistance opportunities in Public Involvement provided by FHWA, FDOT, the National Highway or Transit Institute, etc. should be utilized as much as practicable.

c. Title VI

Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Executive Order 12898 regarding Environmental Justice involves addressing disproportionate and highly adverse impacts to minority and low-income groups. Title VI prohibits intentional discrimination as well as a disparate impact on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations.

For the purposes of the certification review, the products of the planning process must reflect compliance with this Act. MPOs may use a variety of strategies to demonstrate that their planning process is consistent with Title VI. These strategies may include but are not limited to: developing a Title VI plan; designing the MPO public involvement plan with specific Title VI strategies; evaluating any existing public involvement Title VI strategies; and conducting socioeconomic analysis of communities (Community Impact Assessment, CIA).

The MPO should maintain documentation of their Title VI strategies and maintain records that document their Title VI strategy and implementation such as: specific mention of Title VI issues in various plan documents (e.g., Title VI plan, public involvement plan, long range transportation plan); records pertaining to public involvement strategies (e.g., public notice, sign-in sheets, minutes of public meetings/hearing); and records of comments received on the MPO plans and how the MPO considered those comments in the development of transportation plans.

The MPO attempts to provide outreach to solicit input from diverse groups of people for inclusion in the transportation planning process and specific transportation plans. Different methods are necessary to reach different segments of the population, so it is

essential to use a variety of activities to distribute information to and obtain feedback from the public. The traditionally underserved are generally involved with local representatives, who are part of the process at the local municipal level, and are most familiar to the population and with their concerns. The MPO assists the local municipalities in addressing transportation needs for this population. With expansion of the public involvement process, the MPO will provide support materials and conduct public outreach activities aimed at the traditionally underserved. It is recommended that MPO staff participate in Title VI training as provided by FDOT and FHWA to become more familiar with Title VI issues related to traditionally underserved populations, such as low-income and minority groups as they pertain to the transportation planning process.

The MPO currently provides and solicits information through some local newspapers, including some Hispanic and African-American publications. The MPO has updated and expanded its mailing list, and will continue to do so as a result of the 2030 LRTP update process. The MPO has obtained current socio-economic and location information about its citizens from their recent study efforts, and has established a process for documenting citizen comments received via telephone, website, and mail.

d. Public Involvement Plan

Federal legislation requires that the metropolitan transportation planning process include a proactive Public Involvement Plan (PIP) that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement in plans and TIPs. Specifically, it is required that there be an adopted, documented process that the public had an opportunity to review and comment on prior to its adoption. This process must demonstrate explicit consideration and response to public input. It must seek out and consider the needs of those traditionally underserved by existing transportation systems. Its effectiveness must be periodically reviewed and assessed by the MPO. The metropolitan public involvement plan must also be coordinated with the statewide public involvement process.

The PIP underwent a major review and revision in 2002 to include mechanisms for regular review and assessment. Thus far, evaluation of public involvement strategies and mechanisms has generally been limited to the LRTP process. The recent update included evaluation cards distributed at the meetings for feedback on the presentations and ability of the public to participate and will be carried out again for the current update. The majority of the responses was positive and indicated the process was effective.

The staff also asked questions of the attendees related to the meeting notifications. Their responses indicated most of the methods had been observed by the attendees. The staff has received verbal feedback on various occasions and positive responses to presentations made to local civic organizations, homeowner groups and public meetings. Negative responses were directed at specific projects. The latest revision of the Public Involvement Plan contains a number of strategies related to evaluation of

the process. The PIP also refers to a triennial study for a major evaluation of the MPO public involvement process with the initial study included in the LRTP update. The MPO uses local municipalities and the County to reach out to the traditionally underserved as part of the ongoing process of identifying needs and addressing those needs through the comprehensive planning process. The methods identified to provide information to the public were expanded. Activities to measure the magnitude and effectiveness of the public involvement process were added to the plan. Recent public involvement activities were summarized and included. The PIP was placed in public libraries and on the MPO web site for review and comment. The revised Plan was presented to the TAC and CAC prior to an advertised public hearing at the MPO meeting where the revised Plan was adopted.

A periodic review of the public involvement plan is recommended to ensure that the traditionally underserved groups are included in the planning process. The MPO should continue to work toward obtaining greater involvement by all jurisdictions within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees. Public involvement activity evaluations and assessments made against the measures of effectiveness as defined in the PIP should be well documented. It is suggested that evaluation methods be applied at least annually to ensure effective public participation.

4. Intermodal Activities / Freight / STRAHNET

a. Intermodal Activities / Freight

Representatives of the various modes serve on the MPO, TAC, and CAC as previously mentioned. These representatives are used as contacts for the various modes to review and provide input to the transportation plans and programs during the development process. The MPO also reviews and considers the comprehensive development plans for these modes in developing the LRTP. Project from the Port, airports, Tri Rail and Palm Tran are included in the adopted TIP.

Intermodal activities are integrated in the transportation planning process in a variety of ways. The LRTP considers the connections between various modes in estimating the travel demand to be met. The Plan also includes intermodal connections for the traveling public. The transit component identifies area to construct park-and-ride facilities. An intermodal facility located in downtown West Palm Beach is part of the Plan. The extension of Tri Rail and locations for existing and planned stations are indicated. The TIP contains projects to implement some of these connections. Additional projects undertaken by the MPO include matching grant programs for bus shelters and local community transit services.

The MPO has identified the access facilities to major modal centers. The LRTP and the TIP included a direct connection between Interstate 95 and Palm Beach International Airport nearing completion. The MPO supported the elevation of a roadway dividing the Port to increase its freight handling capacity. Past studies identified a location for an intermodal facility for downtown WPB. The LRTP

includes the extension of Tri Rail to serve the northern portion of Palm Beach County. The highest MPO priority on the adopted list is the roadway connection into the Port primarily used by trucks with freight for the port. Discussions are underway to consider additional rail passenger service on the FEC railroad. The MPO is also developing a program to fund docking facilities for water taxis. A study of freight movement within and through Palm Beach County will be initiated this year. The study will also include review of expressway truck lane restriction policies along Interstate 95.

Over the years, the MPO has set priorities that improve access to major facilities serving other modes. The MPO prioritized the connection between Interstate 95 and PBIA now under construction. The MPO has committed to repay a portion of the bonds for the installation of a second track for Tri Rail. Two of the current priorities provide improved access to the Port. The highest unfunded priority at this time is State Road 710, which is the main access for freight entering and exiting the Port. The MPO is also supporting a new Turnpike interchange with SR 710. Funds are being allocated to the design and construction of the WPB intermodal facility. The Freight Study that will be initiated this year will project future demand in the county

The MPO has used available information to identify freight terminals and those independent operators in the goods movement industry. The MPO has included a freight study in the FY 03 UPWP that will include the formation of a Freight Advisory Committee to serve as the steering committee for the study and as the beginning of a standing committee for freight movement.

b. Strategic Highway Network (STRAHNET)

No military installations are located in Palm Beach County. There are Coast Guard stations located on the waterfront and at a lighthouse in the northern county. Impacts on the transportation system are minimal.

5. Transit /Transportation Disadvantaged/ Bicycle and Pedestrian

a. Transit

The MPO works with Palm Tran to coordinate transit planning and service. The MPO works with Palm Tran in the yearly preparation of the 5-year Transit Development Plan (TDP), in developing the transit portion of the LRTP, the Congestion Management System report, and any other projects that include a transit component. The TDP contains a list of perceived/needed improvements, recommendations to meet those needs, and strategies to implement the recommendations, based on availability of resources. The MPO participates in the Palm Tran Citizen Advisory Committee and the Planning, Operations, and Service Boards. The Palm Tran fixed-route ridership is close to 7 million annually.

The MPO LRTP includes transit as a part of the overall multimodal plan. A separate component depicts the future transit route system and identifies areas for consideration of local transit service. The transportation model contains a transit module to estimate future ridership and the impact of changes to the system. Palm Tran, the local transit agency, is responsible for the preparation of the annual Transit Development Plan (TDP) which is reviewed and approved by the MPO and its committees. Palm Tran also submits its project priorities each year for inclusion in the MPO priority list. The MPO is involved in the development of transit facilities such as the downtown West Palm Beach Intermodal Facility. Costs and revenues for the transit and paratransit systems are included in the LRTP. Specific projects are included in the annual TIP.

The MPO is working with the Workforce Development Board Transportation Subcommittee and is involved in a few proposed tourist projects for the Lake Okeechobee Region. The cities around the Lake, the Community College and local businesses have been working with the MPO and are in agreement of the positive impact these projects would have.

The projects are interrelated, and their implementation will significantly increase and hasten economic development, employment, and foster community revitalization in the Lake Okeechobee Region, an area full of historical significance:

1. The Black Gold Express is a tourist steam locomotive train running on existing tracks in the southern part of the Lake Okeechobee Region. The train would connect tourist to other investments such as the Lake Okeechobee Scenic Trail, Heritage Trail, marinas, local festivals, rodeos, and other local events. The train would be a stimulus to support facilities such as restaurants, motels, and shops;
2. The State Railroad Museum would capture and contain history of the railroad industry in Florida. The Museum would attract tourist and also be used as an educational facility with classroom/conference rooms; and
3. Thirdly, the Railroad Maintenance Facility would be a technical school, create jobs and attract train enthusiasts/tourists interested in observing the railroad working environment.

The last two projects are being coordinated with the FEC railroad historian. The Lake Region Commuter Route is the first regional bus route, between Palm Beach and Hendry counties. This route runs in the Glades area, one of the highest unemployment areas in Florida and designated as an area of “critical concern”.

The MPO is also involved in the Glades Initiative Management Board to better coordinate health and human services in the western portion of the county. The MPO’s participation will help coordinate needs and transportation services that are available.

b. Transportation Disadvantaged

The Transportation Disadvantaged Coordinated System provides over 1.5 million transportation-disadvantaged trips annually. Palm Tran is the Community Transportation Coordinator for the Palm Beach county area. The MPO provides staff for supporting the Transportation Disadvantaged Coordinating Board, an advisory committee to the MPO.

The MPO provides support to the local Community Transportation Coordinator and Transportation Disadvantaged Coordinating Board and provides information for inclusion in the annual report of activities, costs and expenditures. The MPO also compiles information on the annual expenses and budget estimates for the statewide Commission for the Transportation Disadvantaged. The MPO recommends the agency to serve as the Community Transportation Coordinator for approval by the Commission and monitors the CTC on an annual basis. The MPO assists the CTC in the annual update of the TD Service Plan and adopts the update.

There are a number of advisory boards related to transportation disadvantaged on which the MPO staff participates. The Workforce Development Boards Inc. Transportation Committee, with MPO staff serving as chairperson, was able to implement extending the hours of bus service in the Glades area and on three major north/south bus routes. As in the last certification, the committee is still active with the Glade Transit Survey and subsequent demonstration project.

c. Bicycle and Pedestrian /Greenways Planning

The MPO Bicycle Plan is in the process of being updated and enhanced based on crash mapping data, roadway suitability index, and travel demand studies. A pedestrian plan is currently being developed. Both of these plans are stand alone plans. Additionally, the MPO, in conjunction with Palm Beach County Environmental Resource Management, is in the process of developing countywide greenways and trails master plan. This plan will include multi-use paths, bicycle lanes, sidewalks, and a linked open space network.

The MPO considers bicycle and pedestrian facilities to be a standard part of any roadway project approved by the Board. FDOT also includes these facilities in any new construction or reconstruction projects. The LRTP contains a plan showing existing and future bicycle and pedestrian facilities. In addition to these plans, the Palm Beach County Comprehensive Plan, Transportation Element, includes provisions for bicycle and pedestrian planning. The MPO has adopted an area wide bicycle plan and is nearing completion of a pedestrian facilities plan. Transportation Enhancement funds are used primarily on bicycle and pedestrian facilities. The MPO has adopted a priority and committed funds for the design and construction of the Lake Okeechobee Scenic Trail. The Board also recently allocated funds for a series of pathways along major canal rights-of-way. A Bicycle/Greenway/Pedestrian Advisory Committee (BGPAC) meets monthly for planning, project selection and recommendations to the MPO.

The MPO is working with the Palm Beach County Planning Department and the Department of Environmental Resource Management on a greenways plan. Previously, the plan focused only on the corridors for wildlife connectivity. Through the study, which the MPO will fund a portion of; the MPO will be exploring the use of these corridors for passive recreational use by the public.

6. Air Quality and Environmental Considerations

Palm Beach County is a “maintenance area” for the one-hour standard for ozone. Palm Beach County has determined that the implementation of the LRTP and TIP, including each horizon year, will contribute annual emission reductions when compared to the 1990 base year network. The Palm Beach County MPO, the Board of County Commissioners (on behalf of the Palm Beach County Health Department), the FDOT, and the Florida Department of Environmental Protection (FDEP) have a Memorandum of Understanding to ensure the cooperative participation by air quality and related agencies in air quality maintenance activities including the evaluation of the Long Range Transportation Plan and the TIP, and joint development of any necessary Transportation Control Measures (TCMs).

The MPO is a member of the Southeast Florida Inter-MPO Air Quality Committee that consists of MPO staff directors and the representatives of state and county air quality agencies and the regional planning councils. The committee meets regularly to discuss air quality and related regional issues. Several teleconferences have occurred with the above agencies as well as FHWA and EPA. A statewide Air Quality Committee has also been formed with representatives from all the air quality MPOs, FDOT, FDEP and FHWA. This committee meets on a periodic basis to discuss changes to the EPA rules and procedures as well as statewide issues.

a. Conformity Determination Report

The Year 2025 LRTP received a finding of conformity by FHWA and FTA on March 14, 2002. The review of the Conformity Determination Reports (CDRs) for the Year 2025 LRTP and FY 2003- FY 2007 TIP showed that the MPO is making improvement in developing cross-references between projects in the conforming LRTP and TIP. The CDR could be further improved by having a separate table that lists the projects that have been determined to be exempt. During the development of the draft TIP and LRTPs, an interagency consultation meeting should occur to discuss the table of exempt projects for concurrence (CFR 40 93.126 and 127).

The MPO, in working with FDOT, needs to continue their current efforts to improve the project descriptions in the LRTP, TIP and accompanying CDRs. The descriptions should include termini that are clear and consistent throughout both documents; an explanation of the lanes being improved; and the year that the project is open for construction. It is anticipated that the FY 2004-FY 2008 TIPs, the 2030 LRTPs for the

Palm Beach, Broward, and Miami-Dade Transportation Management Areas comprising the Miami Urbanized Area (due in December, 2004), and their accompanying Conformity Determination Reports will reflect these elements for continued improvement.

As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis.

b. Congestion Mitigation and Air Quality Projects

The MPO has stated that the Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds are prioritized generally for Intelligent Transportation System (ITS) projects, while other types of projects have been intersection improvements and transit-related projects. There appears to be no written policy or objective by the MPO to support this level of priority, other than a verbal agreement between several parties to direct CMAQ funding to ITS projects. The MPO has set a policy that \$200,000 of CMAQ funds are used to fund bus shelters. There is a 50%-50% match with the municipalities to fund the bus shelters (other CMAQ projects generally require only a 20% match). The MPO and FDOT are jointly sponsoring a countywide workshop for local officials to aid in implementation of the program.

The CMAQ Guidance is clear in stating that the *“State and local air quality agencies should be involved to develop a pool of potential CMAQ projects to be considered for funding. States, MPOs and transit agencies, in consultation with air quality agencies, are encouraged to cooperatively develop criteria for selection of CMAQ projects” to result in priorities “which will have the greatest impact on air quality.”* Further, the Guidance states that, *“the FHWA and FTA urge States and MPOs to develop a full and open public process for the solicitation and selection of meritorious projects to be funded through the CMAQ program.”* The MPO does not have a solicitation process, does not develop a pool of potential CMAQ projects to choose from, nor is there a sufficient consultation process involving the development of criteria for selection to determine priority CMAQ projects.

The Guidance further provides, *“The FHWA and FTA continue to recommend that States and MPOs develop their transportation/air quality programs using complimentary measures that simultaneously provide alternatives to single-occupant vehicle (SOV) travel while reducing demand through pricing, parking management, regulatory or other means.”* The MPO provides very little CMAQ funding to assist in providing alternatives to SOV use, as can be seen in its history of funded projects, which are almost exclusively targeted towards adding turn-lanes, signalization, and other traffic flow projects.

FHWA has conveyed its concern to the FDOT District Office and MPO over the past two years about the lack of a process in developing CMAQ projects. Several months ago, FHWA staff sent a copy of the solicitation and selection process used by Hillsborough County to the District Four staff to help the MPO improve their process.

The MPO and District have not made significant efforts to improve their CMAQ process. FHWA staff strongly reiterated our concern regarding the need for an open process during the triennial certification meeting with the district and MPO staff.

7. Congestion Management System

The Congestion Management System (CMS) is a short-range strategic planning system that is used to identify and alleviate traffic congestion. The MPO adopted the CMS on September 18, 1997. The MPO and FDOT prepare annual review and updates.

The CMS is designed to identify areas and corridors where congestion occurs or may occur, determine the cause, evaluate strategies for managing congestion and enhancing mobility and develop a plan for implementing the most effective strategies. The adopted CMS uses the results of the Transportation Monitoring System and the County's Concurrency Management program to investigate congestion locations. An implementation plan containing the measures to reduce congestion and enhance mobility is reviewed annually. Data is analyzed related to traffic and passenger congestion on the transportation system for Palm Beach County.

The MPO states that in the future, this analysis will address performance measurements in the adopted CMS process for level of service on roadways and buses. The results will be used to prepare recommendations for improvements to the transportation system in the preparation of priorities for the TIP and the Transit Development Plan. The monitoring results will assist in developing and evaluating various scenarios to mitigate impacts of development projects on different modes. The Palm Beach CMS will be coordinated with the Broward and Miami-Dade CMS programs to address regional congestion over a wide area in need of regional support.

The CMS uses existing traffic volumes as the first evaluation step to identify congested facilities. Following the identification of a roadway that exceeds the daily capacity, the individual intersections are analyzed at peak hours to determine if the intersection is congested. The CMS contains a list of corridors for further detailed study to address multiple problems contributing to the congestion.

The MPO produces an annual System Performance Report, which uses traffic data collected by the various transportation agencies that operate within Palm Beach County, including the FDOT, Palm Beach County, the city of Boca Raton, and the city of West Palm Beach. Additionally, the transit operator (Palm Tran) provides transit-related data. These data sets are measured against the performance measures set in the base CMS document, and the transportation system's performance is noted, mapped, and graphed. The performance measures have a tiered structure that filters intensity of congestion, duration of congestion, etc. and prioritizes the congested locations into CMS Analysis Corridors. The specific causes of congestion are focused on in the subsequent corridor studies. Strategy effectiveness is measured by reappearance of the affected location in the CMS Analysis Corridor list.

The CMS is built to monitor system performance and determine which congested corridors should be prioritized for corridor studies. The depth of analysis necessary to address the above-mentioned strategies is beyond the scope of the annual System Performance Report.

Implementation schedules and responsibilities are dependent on the results of the identification of intersections and corridor studies. The strategies identified via the corridor study would be implemented through the traditional TIP process. The identified intersections are reviewed and discussed with responsible agencies relative to needed improvements.

The MPO has a continuing Congestion Management System (CMS) process in place. The CMS could be better integrated into the planning process by going beyond the V/C ratio assessment in the prioritization of capacity projects to include an assessment for “delay”, which is an important consideration for operational improvements such as ITS. The CMS could also be used to identify and rank potentially eligible projects for CMAQ funding.

8. Intelligent Transportation Systems

The MPO has adopted a policy in its priority list that calls for the inclusion of ITS and its components in transportation projects. There are a number of ITS projects underway in Palm Beach County with several in various stages of implementation and others being planned. FDOT and the County Traffic Engineering Division have constructed a number of computerized traffic signal systems throughout the county. These systems are tied into an existing central Traffic Management Center (TMC) with an expanded TMC being planned.

The City of Boca Raton has a separate signal system and TMC. Traffic surveillance cameras are being installed at Interstate 95 and Florida’s Turnpike interchanges to monitor interchange movements and arterial congestion. Additional cameras will be installed at major intersections throughout the county. Plans are underway for a Dynamic Message Sign System (DMSS) along I-95 and the intersecting roadways. The MPO recently approved funding for a temporary DMSS on I-95 during construction over the next 5-7 years, which will assist in the design and installation of the permanent system.

The MPO and other local agencies participated in the planning and implementation of the Consumer Information System for transit services in the south Florida area. This system is a part of the Advanced Traveler Information System for the three counties. The MPO and Palm Tran are participating in the Advanced Public Transit System planning and demonstration project for Palm Beach and Broward counties. This project will investigate bus location and arrival time information technology and its local application.

The current ITS incorporates the national ITS architecture to the extent possible since some of the projects were planned and initiated prior to the availability of the national

architecture. Future plans and projects will incorporate the architecture while incorporating the legacy systems in use today. Although the FDOT District 4 has developed a regional ITS architecture, the MPO has not adopted the architecture through resolution or as part of their LRTP. This action is needed to be consistent with FDOT guidance for implementing Rule 940, so that the MPO may continue to use federal funds for ITS projects after February 7, 2005.

ITS activities are coordinated by the operating agencies responsible for the implementation and maintenance of the particular application. FDOT and the County Traffic Engineering Division coordinate the planning, construction and operation of the roadway projects. Palm Tran and FDOT coordinate the transit related projects. The MPO monitors the various plans and programs and includes these in the LRTP and the TIP for funding. The ITS projects do not seem to be coordinated with the needs and recommendations identified in the MPO's Congestion Management System.

The MPO states that a balance between ITS and capacity projects is usually related to the availability of funds. In general, Congestion Mitigation and Air Quality (CMAQ) funds are used for ITS projects while other funding categories are used for capacity increases and maintenance. As stated previously, the large proportion of CMAQ funds used for ITS projects does not appear to be supported by MPO goals, objectives or policies or documented public input. Although the MPO adopted TIP policy requests that capacity projects include consideration of ITS as part of the overall project, no written policy was provided to the Certification Team that reserves most of the MPO's CMAQ funding for ITS projects, while allowing the remainder to be used for other project types, and as with the bus shelters, putting them at a further disadvantage by using higher matching requirements. As stated as a Best Practice in the FDOT's "State of the Practice in Project Prioritization" (Cambridge Systematics, April 2004), "The process should be formal, documented and transparent and mechanisms should be in place to ensure that criteria are fairly and uniformly applied". If there is a formal prioritization process for ITS projects, whether as primary component of the CMAQ program or otherwise, there has been no documentation provided to demonstrate this.

F. Travel Demand Forecasting / Land Use

The MPO uses the traditional four-step travel demand-forecasting model. The model that the MPO uses is called the Florida Standard Urban Transportation Modeling Structure (FSUTMS), a package that was built around the TRANPLAN modules. There are three models for the MPO: the Palm Beach County model, the Southeast Regional Model, which includes Broward, Miami-Dade and Palm Beach counties, and the Treasure Coast Regional Model, which includes St. Lucie, Martin, and Palm Beach counties.

Alternatives land use scenarios are considered in the Year 2025 LRTP on a limited basis. This limitation is a result of the lack of large undeveloped parcels without project approvals in Palm Beach County. More emphasis is spent on impact analysis resulting from density modifications and land use changes, including re-development

plans in the central city areas. Land use as it relates to the Year 2030 LRTP development is discussed in the previous LRTP section of this document.

G. Findings

It is the finding of the Federal Review Team that the Palm Beach MPO has made progress in some areas in implementing the federal planning requirements in 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607. and 23 CFR 450.334. In addition, since Palm Beach County is a maintenance area for transportation related pollutants, the FHWA and FTA have determined that the MPO has an adequate process to ensure conformity in accordance with procedures contained in 40 CFR, part 51.

Based on the findings of this review and the ongoing federal oversight of the planning activities in the Palm Beach MPO, FTA and FHWA jointly certify the transportation planning process of this region, conditioned upon the MPO planning process participants satisfactorily addressing the “Corrective Actions” stated below. This conditional certification will remain in effect until **May 1, 2005**. At such time FHWA/FTA will reevaluate the progress made towards addressing the “Corrective Actions” and determine if full certification should be granted.

Noteworthy Practices

The MPO has instituted a number of noteworthy practices that indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs.

1. Regional Coordination: The MPO is commended for their past, present and future anticipated work efforts related to regional coordination in various activities with the Broward and Miami-Dade County MPOs, FDOT Districts 4 and 6, South Florida Regional Transportation Authority, Treasure Coast and South Florida Regional Planning Councils, etc. Early coordination efforts in regional Transit planning and Air Quality have laid the foundation for more coordination in the Miami Urbanized Area, that, as a result of the 2000 census, now comprises the whole Southeast Florida Region including Palm Beach, Broward and Miami-Dade Counties. Regional Coordination and associated activities are discussed more fully in the Regional Coordination section of this document.
2. Formatting of Work Products: The MPO is commended for the steady progression towards a more logical and easy to understand format that flows throughout the MPO’s work products (LRTP, TIP, UPWP, CDR).
3. GIS Award: The MPO is recognized for their Geographic Information System (GIS) work related to an award winning (First place) graphic display. The award was garnered in September, 2003, at a regional GIS conference. The project illustrated the population growth and land use patterns in Palm Beach County from 1920 until 2001.

4. Website: The MPO is commended for the expansion and extended use of their website. The website is maintained by in-house staff, so changes are made easily and more frequently. The frequently asked questions (FAQs) depicted on the website are derived from the questions and answers most asked and recorded on the MPO's telephone log. This effort has resulted in fewer telephone calls for the same information....which is now readily available on the website.
5. Data Collection: The MPO is recognized for extensive work recently in data collection, especially relating to socio-economic data for the area. This work will be utilized in the ETDM process and in identifying the locations of specific population groups to aid in more effective PI and help address Title VI issues. With the identification of specific segments of the population, the most appropriate methods for including these groups in the transportation planning process can be selected and implemented. This work will help enhance the public outreach program in the work tasks for the plan update in the LRTP.
6. Bus Shelter Program: The MPO is commended for their work with the County in implementing a bus shelter program in 2002. The program provides money to municipalities that provide a local match amount, to build bus shelters. The shelters can be provided with or without advertising (local match is greater for non-advertising). The County contracts with the bus shelter provider to construct shelters where there is sufficient right of way. The shelters are maintained by the contractor. Since the program's inception, over 200 shelters have been installed, which has drastically increased the number of bus shelters, but has reduced the costs for operation/maintenance of the shelters.
7. "School Pools": The MPO is recognized for their efforts in working with the local school system to implement a traffic demand management (TDM) tool called "School Pools". The idea is to "link up" parents with school age children attending the same or nearby schools with other parents and kids to develop car pools, etc. By getting more kids to the same location in fewer cars, congestion and air pollution is reduced around the schools.
8. LRTP Stability: The MPO is acknowledged in their efforts to promote and maintain the stability of the Long Range Transportation Plan (LRTP). The MPO is committed to amending their LRTP only on rare occasions. This commitment to a stable plan helps assure the public that the plan contents are reliable, and projects will be seriously pursued and acted upon in the future as timing and funding allows.

Corrective Actions

1. Congestion Management and Air Quality (CMAQ): The MPO needs to establish and document a process for the solicitation and selection of CMAQ projects, in accordance with the CMAQ Guidance by **January 1, 2005**.

2. Project Prioritization: The MPO needs to provide documentation of their criteria and process for prioritizing projects for inclusion in the TIP, per CFR 450.324 by **May 1, 2005**. This process should identify all criteria used to evaluate the projects, and the various weight assigned to each criterion. If the MPO prefers one type of project over others for a category, this needs to be documented as part of the process. The MPO should strive to achieve the best practice identified in FDOT's "State of the Practice in Project Prioritization" (Cambridge Systematics, April 2004), whereby "The process should be formal, documented and transparent and mechanisms should be in place to ensure that criteria are fairly and uniformly applied".
3. Planning Agreements: The JPA for Transportation Planning Funds was last approved on December 12, 1980. This agreement needs to be updated before the next federal certification. A new boilerplate agreement is available from FDOT.

Recommendations

The following recommendations are offered to enhance the planning process in Palm Beach County:

1. Long Range Transportation Plan (LRTP): As part of the 2030 LRTP development, the MPO should enhance the direct link between the objectives and how the MPO demonstrates that the objectives have been met (the computation of the Measures of Effectiveness). Prior to adopting the Cost Feasible Plan, the 2030 plan should be evaluated to determine if the objectives have been met. This analysis should be documented as part of the LRTP.
2. Public Involvement: A periodic review of the public involvement plan is recommended to ensure that the traditionally underserved groups are included in the planning process. The MPO should continue to work toward obtaining greater involvement by all jurisdictions within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees. Public involvement activity evaluations and assessments made against the measures of effectiveness as defined in the PIP should be well documented. It is suggested that evaluation methods be applied at least annually to ensure effective public participation.
3. Title VI: It is recommended that MPO staff participate in Title VI training as provided by FDOT and FHWA to become more familiar with Title VI issues related to traditionally underserved populations, such as low-income and minority groups as they pertain to the transportation planning process.
4. CAC Membership/Involvement: The MPO is encouraged to continue working toward and maintaining and maintain a representative composition of Palm Beach County residents on the CAC. This includes: 1) keeping vacancies filled; 2) making participation meaningful; and 3) having inclusive

representation of all income levels and population types (including minority populations) that reside within the MPO area.

5. Coordination with Planning/ITS/Safety: It is recommended that better coordination needs to occur between the areas of planning, intelligent transportation systems and safety. ITS and safety projects are not often included in or during the MPO transportation planning process. As such, system-wide improvements resulting from safety and ITS improvements could be better addressed, rather than on a project by project basis. MPO participation on the Community Traffic Safety Team would enhance the ability to better coordinate transportation planning with safety issues. District outreach to the MPO on the regional architecture (perhaps through the ITS subcommittee), as well as MPO adoption of the regional architecture, would enhance the ability to integrate ITS projects into the transportation planning process, and assist in meeting Rule 940 requirements for future use of federal funds for ITS projects after February 7, 2005.
6. TIP/Air Quality: As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis. FHWA/FTA should be also notified as soon as draft TIPs and CDRs are ready for public availability to provide adequate time for their review.
7. ITS: The MPO needs to adopt the regional architecture through resolution or as part of their LRTP. This action is needed to be consistent with FDOT guidance for implementing Rule 940, so that the MPO may continue to use federal funds for ITS projects after February 7, 2005.
8. Amendment Authority: If the MPO Director has been given the authority by the MPO Board to approve TIP and STIP Amendments, and/or other administrative actions on their behalf, an approved resolution or agreement to that effect should to be provided to FHWA/FTA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.

Section III

Broward Metropolitan Planning Organization

III. BROWARD COUNTY METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Federal Certification of the Broward County MPO

On February 10-11, 2004, a team of representatives from FHWA and FTA met with representatives of the Broward County MPO, the Florida Department of Transportation (FDOT), local agencies and the public. The site visit consisted of structured meetings with staff from the regional, local, and state agencies responsible for transportation and air quality planning, and the major public transit providers. The site visit also included an open forum at which members of the public spoke.

The Federal Review Team was composed of the following individuals:
Lee Ann Jacobs, FHWA – Florida Division, Transportation Planner
Roger Krahl, FTA – Region IV, Director of Planning and Program Development
Tamara N. Christion, FHWA – Illinois Division, Professional Development Program

The review team met with representatives of the MPO, FDOT, various other Broward County transportation divisions and departments, South Florida Regional Transportation Authority (Tri-Rail and Broward County Transit).

Individuals on staff of the state and various local transportation agencies were interviewed or provided input during the review. Please see **Appendix E** for a list of people in attendance. The site visit agenda is shown in **Appendix F**.

The public was presented an opportunity to provide input to the review team and express their concerns on transportation planning issues during the course of the review meetings. A public meeting, designed to elicit comments from the public on the MPO planning process, was held on February 3, 2004, in the Governmental Center, Room 430 in Fort Lauderdale, Florida. This public meeting was held in conjunction with a regularly scheduled CIR meeting. A copy of the public notice is included as **Appendix G**. Comment forms were also provided for those that wanted to submit comments, but did not wish to speak publicly. The meeting minutes and public comments received are included in **Appendix H**.

B. Findings from Previous Review and MPO Responses

The following items represent a summary of the overall findings and recommendations for further action that are included in that certification review report. These findings, which are identified as corrective actions and recommendations are intended to not only ensure continuing regulatory compliance of the Broward County transportation planning process with federal planning requirements, but to also foster good planning practice and improve the transportation planning program and process in the area.

Previous Corrective Actions

1. Annual Obligations Listing: A list of obligated projects from the past fiscal year must be published or otherwise made available by the MPO for public review. The listing shall be consistent with the categories identified in the Transportation Improvement Program. The district office can obtain this information from FDOT's Federal Aid Office. (23 U.S.C. 124(h)(7)(B); 49 U.S.C. 5303(c)(5)(B))

MPO Response: The annual obligations listing, provided by FDOT, is published by the MPO in the *Sun-Sentinel*, *El Heraldo De Broward*, and *The Broward Times*, and is posted to the MPO website.

2. Evaluating the Effectiveness of Public Involvement Techniques: Monitor and evaluate various public involvement procedures that the MPO is using. Given that monitoring and evaluating the effectiveness of the public involvement was a corrective action at the last certification, the review team strongly recommends that this evaluation component be incorporated into the UPWP to ensure that it occurs prior to the next certification review. To further implement findings based on the process evaluation, the review team recommends that the MPO develop standard practices for the different sections to follow in their outreach activities, as well as guidelines for those processes that work well in various situations. (23 C.F.R. 450.212(7))

MPO Response: The PIP has been updated to include effectiveness measures, and the various PI techniques and activities are now being assessed at least annually.

Previous Recommendations

1. Public Information: To allow easier use and access to MPO work products and explanation of planning processes, the MPO should improve linkages and references between the MPO website and the Broward County Transportation Department's website.

MPO Response: This recommendation has been addressed and is ongoing. The website has been redesigned to be more "user friendly" with clearer links to the Broward County Transportation Planning Division's website. Frequent website updates are made in conjunction with the County, so in-house changes and approvals can be processed quickly.

2. Current Joint Planning Agreements (JPAs): Include a task in the UPWP for updating all JPAs so that they reflect current processes.

MPO Response: Addressed and ongoing: Staff is participating with FDOT and other MPO's around the state to revise these documents.

3. Financial Feasibility: To ensure a financially feasible plan, the MPO must include capital costs, as well as operations and maintenance costs, from state and local projects for all modes as part of the next 2025 LRTP update in 2005. In the interim, the MPO must coordinate with the District and Central FDOT office so as to include in the current LRTP update the generalized maintenance costs for the State system as reflected in FDOT's appendix in their *Revenue Forecast Handbook*. Costs and revenues for general capital projects for all modes (including bike/ped, enhancement, and CMAQ projects) should also be included in the current LRTP update.

MPO Response: Addressed and ongoing: The cost feasible plan includes capital and operational costs as provided by FDOT and local governments.

4. Pedestrian Needs: Explore development of a Pedestrian Needs Plan, based on a level of service standard (which could vary by location). Incorporate prioritized pedestrian needs and available resources into the Cost Feasible LRTP. Incorporate, also, prioritized projects from the Greenways Master Plan into the LRTP.

MPO Response: The 2025 LRTP incorporated a pedestrian component which was developed utilizing local sidewalk conditions along bus stops, and is being refined for the 2030 LRTP Update.

5. Intermodal Assumptions and Comprehensive Analysis of Impacts: Expand the LRTP update to document freight/airport/seaport movement issues, as well as land use, growth patterns, and modal split as part of the travel demand assumptions and models. Include documentation on the consideration of the overall socio-economic and land use impact of the Cost Feasible Plan in relation to these issue areas.

MPO Response: The 2025 LRTP incorporated Freight and Goods Movement and included a detailed profile of the freight transportation system in Broward County. This will be refined in the 2030 LRTP Update.

6. Recognition of Public Priorities for Transit: Continue to review the planning process (e.g., solicitation for projects, alternatives selection, prioritization, and project identification for flexible funding sources such as CMAQ) to ensure that demands for additional transit service, as reflected in public comments, are adequately addressed.

MPO Response: The 2025 LRTP update demonstrated a dramatic shift in emphasis from roadway to transit. The Transit "Bridge" project answers public demand for additional transit service. This shift in emphasis, as defined in MPO policy, will continue to guide the 2030 LRTP.

7. Environmental Justice: As part of the 2025 LRTP update, the MPO must provide additional documentation as to the MPO's consideration of potential

disproportionate impacts to those populations that are traditionally underserved or underrepresented in the process.

MPO Response: The Public Involvement Plan of the 2025 LRTP included provisions for Environmental Justice and Title VI of the Civil Rights Act. Such provisions are also included in the MPO's PIP and will be addressed in the 2030 LRTP's public involvement plan.

8. Pedestrian Projects and the TIP: Provide documentation as to how pedestrian improvements are prioritized for the TIP. It is recommended that the documentation include levels of service defined by the MPO, an inventory of deficiencies in level of service, and a pedestrian needs list.

MPO Response: Addressed and ongoing: In 2003, a new priority ranking process was implemented that included a screening criteria and a technical scoring process to address and include pedestrian projects and needs.

9. Intermodal Project Prioritization: Continue to explore methods for combining project types for the prioritization in the TIP, rather than ranking each mode or project type separately. This will allow further flexibility in funding sources, as well as provide a clear indication of those projects that are most important to the MPO, regardless of the funding category used.

MPO Response: Addressed and ongoing: A new priority ranking process was developed to include all modes of transportation with preference given to projects making higher contributions to the protection of life, health, and public safety.

10. Documenting the CMAQ Process: During the next year, the MPO should provide more documentation regarding the process for open solicitation to identify potential projects, the process for evaluating and selecting CMAQ projects, and prioritizing the projects in the TIP for CMAQ funding. This documentation should indicate how the State and MPO maximize CMAQ funding effectiveness to have the greatest impact on air quality.

MPO Response: Addressed and ongoing: a list of CMAQ projects which have been found to have the highest air quality benefits are reviewed by the Technical Coordinating Committee, the Community Involvement Roundtable, and approved by the MPO.

11. Air Quality Conformity Determination Report: Work with FDOT and FHWA to update the Air Quality Conformity Determination Report in a standardized format that provides clear documentation as to the conforming status of the LRTP and TIP, with meaningful cross-references. In addition, the Conformity Determination Report should provide better references to the LRTP assumptions used in the traffic modeling, as well as describe how the assumptions (such as those

from the Lifestyle model) were coordinated and modeling differences addressed through the Inter-MPO Technical Subcommittee with other MPOs in the Southeast Florida airshed.

MPO Response: Addressed and ongoing: Projects are cross-referenced between the LRTP, TIP, and the CDR to simplify the review process. Model assumptions, such as the lifestyle format were fully coordinated between the three counties sharing the southeast Florida airshed.

12. LRTP Time Schedule and Public Input for Conformity: Review and revise, if necessary, the time schedule for the LRTP update to ensure adequate time for public review of the conformity determination of the LRTP prior to its adoption, as well as adequate time for potential revisions based on public input.

MPO Response: Addressed and ongoing: The time schedule has been revised to ensure adequate time for public review and potential revisions of the conformity determination of the LRTP prior to its adoption.

13. Including ITS Projects in the 3-C Planning Process: Continue to pursue ITS strategies to address congestion problems, but to ensure that limited funds are spent prudently and are based on a continuing, cooperative and comprehensive process, the MPO should coordinate its projects with the national and regional architecture, have an overall master plan for ITS operations, and prioritize those ITS projects that are supported by needs in the LRTP and CMS.

MPO Response: Broward County operates under the Southeast Florida Region ITS Architecture Program. Regional and State Architectures have been developed reflecting rules and requirements of the ITS National Architecture. The MPO also uses a multimodal approach to corridor studies that includes ITS architecture.

C. Organization and Management of the Planning Process

1. Description of the Planning Area and Local Agencies

For transportation planning purposes, the Broward County MPO includes all of Broward County and the municipalities within Broward County. The MPO has four large cities, Coral Springs, Fort Lauderdale, Hollywood, and Pembroke Pines, each with populations estimated at over 100,000 people. Total population estimate for the MPO area is almost 1.5 million people for the year 2000.

Broward County is the second largest county in population in Florida; the fastest growing county in the state and the ninth fastest growing county in the nation. They are bounded on the west and east by the Everglades and Atlantic Ocean. This is a diverse county with thirty incorporated municipalities, pockets of unincorporated areas, and tribal lands. The western two-thirds of the County is a water conservation area and acts as a natural urban development boundary; the Atlantic Ocean is the

eastern boundary. Palm Beach County lies to the north and Miami-Dade County to the south.

Southeast Florida commuters travel on a grid-like design where travel across county boundaries occurs in only two directions. Additionally, multiple central business districts lie along not only north-south corridors, but are present on the east/west passageways as well. Also, numerous high-capacity east-west corridors connect with the same running north and south so connections from the Everglades to the Atlantic are just as important and vital to the region as those between West Palm Beach and Miami. Additionally, there are substantial variances in socioeconomic, cultures, land uses, growth rates, population, densities, and other variables that compound regional transportation planning initiatives.

A large and diverse group of state and local agencies participate in transportation planning for the MPO area. A number of these agencies receive, or are eligible to receive, federal transportation funds either through the state of Florida, or directly from the Federal government. Examples of these types of agencies include FDOT, BCT, Tri-Rail, and the Florida Department of Environmental Protection.

2. Metropolitan Planning Organization Structure

The Broward County Metropolitan Planning Organization is comprised of nineteen local elected officials, of which fourteen board positions are allocated to municipalities; four positions are reserved for County Commissioners, one of which represents the South Florida Regional Transportation Authority; and, one position is filled by a member of the School Board of Broward County.

The MPO has executed the following Agreements:

- Interlocal Agreement for the Creation of Metropolitan Planning Organization; Execution date: 2000. An addendum to this agreement is currently underway, adding the new municipal members and alternates as established by the MPO reapportionment plan. FDOT Central Office is in concurrence with the addendum and agrees it is consistent with Florida law.
- Transportation Planning Funds Joint Participation Agreement; Execution date: 1980. This Agreement will be updated subsequent to completing the addendum to the MPO's Interlocal Agreement (see above).
- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement; Execution date: 1978. This Agreement will be updated subsequent to completing the addendum to the MPO's Interlocal Agreement (see above).

- Public Transportation Joint Participation Agreement; The MPO submits a new agreement annually with the UPWP; the agreement for FY 2003/04 was received from FTA and is in effect at this time.

The membership of the Technical Coordinating Committee (TCC) consists of staff members with expertise in matters related to transportation planning from Broward County agencies including Public Works Department; Department of Planning and Environmental Protection; Office of Urban Planning and Redevelopment; Division of Mass Transit; Traffic Engineering Division; Engineering Division; Air Quality Division; Port Everglades Department; Aviation Department; Emergency Management Division. Other members include South Florida Regional Planning Council, FDOT and the Florida Department of Environmental Protection. An invitation is also extended to the Seminole Tribal Government to actively serve on the TCC.

The Technical Coordinating Committee (TCC) is responsible for coordinating transportation, planning and programming, for review of all transportation studies, reports, plans and programs, and for making recommendations to the MPO.

The TCC assists the MPO by providing technical resources as requested. TCC recommendations to the MPO are based upon the technical sufficiency, accuracy, and completeness of studies, plans and programs. The TCC serves as an advisory committee for the completion of all required transportation studies, plans, development and programming recommendations required under state and federal laws pertaining to all modes of transportation and transportation support facilities.

The Community Involvement Roundtable (CIR) is a 36-member citizen advisory group of the MPO. Its membership is appointed by the MPO board and by service organizations and other groups authorized by the MPO. The CIR functions as a sounding board for public opinion on transportation issues, and promotes ways to improve the quality of Broward County's transportation system. This group of citizens reviews transportation plans and programs, considering their impacts on local communities, and thereby, assisting the MPO in formulating goals and objectives that shape the urban environment of our county.

The MPO also has a number of ancillary committees and subcommittees involved in the transportation planning process. These include the following:

- 2030 LRTP Update Steering Committee
- 2030 LRTP Management Team
- Broward Partnership for Workforce Transportation (BPWT)
- Congestion Management Task Force
- Corridor Advocacy Group (Scenic Highways)
- Enhancement Application Subcommittee
- Inter-MPO Air Quality Committee (IMAQ)
- Sunrise Boulevard Corridor Technical Advisory Committee
- Transit Bridge Technical Advisory Committee

The Broward County Department of Planning & Environment's Transportation Division serves as staff for the MPO. Staff is organized by functional units, which include teams for the following:

- Long-Range Transportation Planning;
- Transportation Improvement Program;
- Congestion mitigation/intermodal;
- Community Involvement; and
- Urban Transit.

3. Unified Planning Work Program

The Unified Planning Work Program (UPWP) for the Broward County MPO defines and guides the transportation planning process and the development of major MPO products, such as the LRTP, TIP and CMS. It outlines the tasks related to transportation planning to be accomplished in and for Broward County, Florida during the upcoming fiscal year, serving as an annual budget of time and funding requirements. For each objective of the MPO, tasks are directly related to Federal and State Planning Emphasis Areas and encompass TEA-21 planning factors.

The UPWP documents federal, state, and local participation in the continuing, comprehensive, and cooperative Broward County transportation planning process. The UPWP reflects not only traditional activities, but also addresses new areas of planning focus, such as Efficient Transportation Decision Making (ETDM) and the Strategic Intermodal System (SIS). Priorities for the MPO include coordination of non-emergency transportation systems, environmental streamlining of projects, promoting safe and secure transportation systems, advancing freight planning, greenway planning, corridor studies and updating the LRTP.

The MPO prepares an initial draft of the UPWP based on known requirements and needs. Additional coordination is derived through review and input from the MPO's Technical Coordinating Committee, the Community Involvement Roundtable, and the MPO Board. Each of the three groups brings varying levels of technical knowledge, community familiarity, and special interests to the table or discussion and possible insertion in to the document. The tri-County MPOs include regional coordination through a specific Regional Planning Task in their respective UPWPs. The task reflects regional activities including plans, programs, project lists, and public involvement.

The Broward County MPO draft UPWP is provided to both Palm Beach and Miami-Dade MPOs for review and comment. In preparation for the upcoming UPWP, the Broward County MPO hosted a "Kick-Off" Meeting for Southeast Florida Regional Transportation Planning Efforts to assist all of the tri-county MPOs in identifying regional coordination activities prior to drafting each of the three UPWPs.

In addition to the CIR and TCC, the MPO also uses electronic and print media to solicit input from the community, cities, transportation providers, planners, and interested parties. Beginning this year, a full-page advertisement was published in the MPO's Quarterly Newsletter. The advertisement provided explanations of the UPWP purpose and update cycle. The ad specifically solicited input and comments for tasks appropriate for undertaking in the UPWP. The newsletter was mailed to citizens and agencies contained within the MPO's Universal Database Mailing List. Responses will be shared with the MPO and its advisory committees for incorporation into the next UPWP.

In addition, the draft annual UPWP is posted on the MPO web page from March 15th to May 15th for additional public review and comment. Further, a public notice is published in area newspapers, alerting the community to the availability of the draft and soliciting further comments. Finally, the Community Involvement Roundtable, the public involvement arm of the MPO, reviews and comments on the document prior to MPO approval.

D. Products of the Planning Process

1. Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) was last updated in December 2001. The new Plan update is underway and will be adopted in December 2004. As a TMA, the LRTP is updated every three years. This particular update will extend the planning horizon of the LRTP from the year 2025 to the year 2030. Similar to the 2025 LRTP, the update, as part of the 2030 Needs Assessment, will have a number of unconstrained alternatives that have varying amounts of multi-modal projects to address capacity shortfalls.

The existing and new Plans are multimodal in nature and include chapters relative to pedestrian, bikeways, transit, waterborne transportation, and highway improvements. The needs for the highway and transit system are assessed using the travel forecast model and input from the public, planners, transportation experts, environmental agencies, elected officials, and other interested parties.

The MPO's LRTP uses computer models to project travel demand based on socio-economic data. The transportation demand model was converted to a lifestyle format in 1996. The lifestyle concept of trip generation modeling focuses on household characteristics such as life cycle, social class, labor force participation, rural versus urban residence, and the presence or absence of children in households.

The results of the model runs are applied specific communities to determine which transportation improvements could most likely be beneficial and cost feasible. These projects then become part of the approved LRTP and eventually are programmed into the TIP.

The pedestrian and bikeway improvements are developed in cooperation with the County Commission's Bikeway Advisory Committee, the School Board of Broward County, travel demand from the model, and input from the public. In addition, the existing and new Plans include provision for freight and goods movement and access to the Airport and Port. Based in part on the seven planning factors, the MPO will then develop the Needs Plan. Applying financial constraints, consistency considerations with local government and neighboring county plans, and evaluation based on goals and objectives, as well as public comment, the MPO will then develop the financially feasible LRTP.

The LRTP includes a financial analysis chapter. The chapter contains revenue projections developed by FDOT for capacity related projects as well as revenue projections from local governments and private developers as they apply to capacity related projects. The maintenance and operational costs for all modes of mass transit is included in the LRTP cost feasible plan. The revenue estimate for capital capacity projects, provided by FDOT, was reduced to account for the higher maintenance cost in Southeast Florida. The maintenance cost of the proposed highway improvements in the new Plan will be included in the financial analysis.

At this time, the existing Plan does not consider new revenues except for "New Starts" funding through FTA. The 2030 LRTP may include proposed new funding sources, but projects proposing to utilize New Starts as a funding source will not be considered in the financially feasible portion of the Plan without strong assurances of receipt of such funding.

As part of the LRTP process, the MPO conducts public hearings, workshops, and meetings with local civic and neighborhood associations in the beginning of the LRTP update. The purpose of these meetings is to solicit input regarding goals, objectives, policies and community values. A review of the Comprehensive Plans' goals, policies, and objectives is also conducted. Based on these values, a set of numerical evaluation criteria is developed and used to rank proposed projects in the new LRTP. The planning assumptions, the development of new socioeconomic data, and the review of the land use and redevelopment activities are revisited and updated through the model validation process.

As part of the 2030 LRTP development, the MPO should provide a more direct link between objectives and how the MPO demonstrates that the objectives have been met. Prior to adopting the Cost Feasible Plan, the 2030 Plan should be evaluated to determine if the objectives have been met. This analysis should be documented as part of the LRTP.

2. Transportation Improvement Program

The Transportation Improvement Program (TIP) represents the translation of recommendations from the LRTP into a five year program of tangible transportation improvements with committed funding. All TIP projects are evaluated to assure consistency with the community goals and objectives established in the LRTP. The MPO TIP provides a comprehensive listing of local, county, state, and federally-funded transportation projects and is financially constrained and conforming to Clean Air Act Amendment requirements.

Projects for the TIP are evaluated and sorted in priority order. The priority ranking process has two components: a MPO Screening process and a Technical Screening process. The Technical Screening score is mode-based, comparing similar projects to one another, i.e., highway projects are evaluated based on a sufficiency rating using criteria such as volume-to-capacity ratio, system continuity, and traffic diversion. Bicycle projects are evaluated based on a sufficiency rating using criteria such as the project's connection or distance to parks, schools, and mass transit facilities. Transit projects are prioritized based on the Transit Development Plan's five-year program.

The MPO priority process includes the seven planning factors identified in the TEA-21 as part of the MPO Screening component. Further, consistency is achieved by reinforcing MPO goals: 1) coordination with and between cities, 2) enhancement of regional and community transportation, and 3) support of local and regional land use concerns. A weighting factor that favors pedestrian, bicycle and transit projects over highway capacity improvement projects is also in place.

To monitor the development of projects identified in the TIP, the MPO developed a new tracking system of TIP projects as part of a national pilot program. The system will show the TIP projects in a geographical context, rather than just a line on a paper. The system will also tell you the economic impacts of each project.

All projects except those funded by NHS, Bridge, Interstate Maintenance, and Federal Lands Highway programs must be selected by the MPO in consultation with the state and transit operator from the approved metropolitan TIP. Projects from the NHS, Interstate and bridge programs are selected by the State in cooperation with the MPO.

The public gets an opportunity to review and provide input on the TIP annually prior to its adoption. The MPO has published the brochure, "How to Read the TIP Project Listing" to help familiarize the community with the TIP. The MPO TIP is alphabetized by project name and is broken into different transportation modes. It includes a color-coded project map to help identify major projects by TIP number and a cross reference index to help locate and track projects by TIP number and FDOT item segment number.

The draft document is placed in libraries throughout the county with information on meetings and providing comments. The draft is also placed on the MPO website. This information is distributed to the public through advertisements in general circulation newspapers. Notices are also distributed to the MPO mailing list. This process generally begins forty-five days prior to adoption. The TIP is adopted

following a public hearing by the MPO. TIP amendments are presented and adopted by the MPO at a regularly scheduled meeting as an item on the agenda.

E. Elements of the 3-C Planning Process and Related Activities

1. TEA-21 Planning Factors/Planning Emphasis Areas

Transportation Equity Act for the 21st Century (TEA-21) requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. The seven metropolitan planning factors are:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase safety and security of transportation system of motorized and non-motorized users;
- Increase the accessibility and mobility to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of transportation systems, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Throughout the planning process and in the development of products such as the LRTP, TIP and UPWP, the MPO must consider the seven planning factors. During the development of the Goal, Objectives, and Measures of Effectiveness, the MPO ensures that they are consistent with the planning factors. The MPO also considers the TEA-21 Planning Factors when drafting the UPWP. To demonstrate consistency, the UPWP includes a matrix that cross-references the TEA-21 Planning Factors, the UPWP work tasks, and the Federal Planning Emphasis Areas.

The MPO goals and policies include safety considerations as a component of the planning process. Planning emphasis for safety and security is directly correlated to UPWP tasks on an annual basis. Safety is a factor in developing the LRTP and the TIP. Safety also is a part of the priorities adopted by the MPO annually. The bicycle and pedestrian plans consider safety as a major force in development. In addition, the MPO's policies include safety considerations and staff is currently investigating how to begin and maintain a regional crash data center that would provide crash data on all roads in the MPO planning area. The FY2003/04 UPWP identifies a consultant contract specifically to review and assess safety data collection/ compatibility issues, develop requested interlocal agreements and finalize functions necessary to establish a regional Crash Data Center. This is a joint effort between the MPO and other County/municipal agencies and staff.

Security of intermodal facilities is also becoming a factor in the local transportation planning process. The MPO is directly involved in ITS applications for improving Port security directly related to timely, efficient and safe movement freight and goods vehicles. As part of the ITS Intermodal Plan recently completed by the MPO, a pilot project is being developed in coordination with the Port, FDOT and Broward County Traffic Engineering Division to provide a safe and more efficient approach to the Port of entrance.

To address the security issues as they relate to MPO operations, the MPO, through an interlocal agreement with Broward County, is included in the County's Continuity Of Operations Plan (COOP) that identifies alternate locations, equipment, and resources necessary to establish, reestablish, or maintain staff planning functions during and following a catastrophic event. A specific consultant contract is identified in the FY 2003/04 UPWP to develop and prepare a COOP to identify considerations, define requirements and describe locations, equipment, and resources necessary to establish, reestablish, or maintain MPO functions and responsibilities in the event of a catastrophe.

2. Financial Planning

The Long Range Transportation Plan incorporates all existing and anticipated funding sources as identified through the statewide transportation revenue forecasting process.

The Florida Department of Transportation (FDOT) has prepared a forecast of state and federal transportation revenue through the year 2025. The MPO will use these estimates to prepare the financial forecasts for the 2030 LRTP.

The metropolitan area estimates are the area's share of state capacity programs that can be used to fund planned improvements such as highway, transit, rail, aviation, and intermodal access.

The estimates of funds for programs designed to support, operate, and maintain the state transportation system are not included in the metropolitan estimates. As part of the Florida Transportation Plan, the FDOT sets aside "sufficient" funds in the 2020 Revenue Forecast Update for these "non-capacity" programs. For the highway component, non-capacity programs include safety, resurfacing, bridge, product support, operations and maintenance, and administration.

FHWA has been working with FDOT Central Office on Operations & Management (O&M) cost estimating and projections to develop minimum requirements for the LRTP's that are currently being developed, as well as expectations for future LRTP's. The FDOT *Revenue Forecast Handbook* contains an appendix that addresses O&M costs. The 2030 LRTP to be adopted this year should include, at a minimum, the O&M estimates and forecasts from this appendix to address the state system. The 2004 update of the LRTP will be expected to have more complete estimates and projections of revenues and costs associated with both the State and local transportation system to ensure financial feasibility.

3. Public Involvement / Title VI

The MPO places a high priority on public involvement, and continues to be successful in engaging citizens in their transportation planning process. Much of these efforts are done through the Community Involvement Roundtable (CIR). The CIR is an official advisory group for the MPO.

a. The Community Involvement Roundtable

As previously discussed, the Community Involvement Roundtable (CIR) is a large group of citizens selected either by a local government official to represent the needs of a given area, or by organization so as to provide a specific philosophy and knowledge base for the CIR. The CIR is fairly diverse, representing a variety of perspectives including the NAACP, a high school in a traditionally underserved area, an urban church minister, and members from groups serving the elderly and disabled. The MPO is encouraged to continue working to get and maintain a representative composition of Broward County residents on the CIR.

The CIR reviews work products of the MPO staff, makes recommendations to the MPO Board, and provides regular outlet and avenue into public input for the public involvement process. CIR members actively suggest new ideas and areas for improvement, and support the MPO's transition from having a road perspective to more of a transit perspective.

b. General Public Outreach

The MPO also provides outreach to the general public on specific work tasks, such as the LRTP, TIP, and corridor studies. The MPO provides outreach to include input from diverse groups of people into the transportation planning process and specific transportation plans. The public involvement plan for the LRTP ensures that some of the public workshops are held in different areas of the County. Public meetings and workshops are held at facilities offering free (or low cost) parking and near transit routes and facilities. With advanced notice, assistance for those who are hearing or visually impaired, have limited English-speaking skills, are transportation disadvantaged, or require other types of assistance is provided. All MPO meetings are accessible by transit and meet ADA requirements. The MPO also makes extensive use of the media, the MPO web site, civic groups, schools, in alternative formats (i.e. Braille, Spanish etc) and public areas to notice current activities, with particular emphasis on targeting the traditionally underserved based on information from the GIS database.

A consultant provides additional public involvement and outreach support services for the MPO, as well as supplementary advertising, media coverage, and publication services to expand the MPO's presence in the community.

The MPO records all public involvement activities, efforts and outreach activities in the quarterly reports and also retains hard copies of sign-in sheets, survey responses and visitor sign-in logs. Furthermore, the MPO keeps all transportation news clips, press releases, and published workshop and meeting announcements to provide a historical perspective of transportation information reaching the public.

The MPO has produced a myriad of pamphlets and brochures, designed to inform and educate the public on the MPO and their related products (LRTP, TIP, CMS, etc.), and a quarterly newsletter, entitled *Shortcuts*, was also created. These documents are distributed and available in the County libraries, as well as in the MPO's County Office and on the improved and expanded, user-friendly MPO website (for which the MPO won a National Association of County Information Officer's Award of Excellence in 2003). The MPO also developed and distributed a survey to citizens of Broward County to help identify the public's transportation priorities.

c. Title VI

Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Executive Order 12898 regarding Environmental Justice involves addressing disproportionate and highly adverse impacts to minority and low-income groups. Title VI prohibits intentional discrimination as well as a disparate impact on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations. For the purposes of the certification review, the products of the planning process must reflect compliance with this Act.

The MPO attempts to provide outreach to solicit input from diverse groups of people for inclusion in the transportation planning process and specific transportation plans. Different methods are necessary to reach different segments of the population, so it is essential to use a variety of activities to distribute information to and obtain feedback from the public. MPO staff and consultants send press releases to minority newspapers including EL Heraldo and the Broward Times to announce public hearings and workshops.

In addition, the MPO proactively seeks minority representatives to serve on the Community Involvement Roundtable (CIR), the public involvement arm of the MPO. Recent recruits represent the NAACP and a student from a public high school in a minority community. Using GIS and area event calendars, we also actively identify and participate in community events targeting minority communities to "get the word out" to these citizens. Public Service Announcements and fact sheets are also produced in Spanish, and surveys are available in both Spanish and French. In addition, with consultant assistance, all major MPO documents as well as the Citizen's Guide brochure, Shortcuts newsletter, and TIP brochure, will be available in Spanish and Creole in 2004.

d. Public Involvement Plan

The board adopted MPO Public Involvement Plan (PIP) in February 2002. The PIP has been reviewed annually since then, and revisions were proposed following the 2004 review. The revised PIP is currently moving through the public comment and MPO approval process. The PIP includes measures of effectiveness that the MPO routinely (at least annually) uses to evaluate the overall performance and effectiveness of the Public Involvement strategies. The MPO is encouraged to continually strive to appropriately assess the effectiveness of their techniques and identify meaningful, quantifiable performance measures. A baseline needs to be established from which to measure marked improvement. The results of each assessment should be documented and included as an appendix in the PIP. It is also suggested that, as individual plans are developed for specific MPO products, such as the LRTP, TIP, etc., they be incorporated into the PIP in separate sections or as appendices to demonstrate and document in one place specific plans of action developed for public involvement.

4. Intermodal Activities / Freight

Intermodal activities are integrated in the transportation planning process in a variety of ways. The LRTP considers the connections between various modes in estimating the travel demand to be met. The Plan also includes intermodal connections for the traveling public. The transit component identifies areas to construct park-and-ride facilities.

Both the Airport and Port Everglades Plans are included in both the LRTP and the TIP. Currently, one major intermodal project being assessed for cost feasibility is the automated people mover system that connects the seaport and airport. This is a significant project, as 65% of all the cruise passengers coming into the port fly into the Fort Lauderdale Airport. The Airport and the Port are represented on Technical Coordinating Committee and participate in all phases of plan design and development leading to plan adoption and related fund allocations in the TIP. Highway projects that provide access and connectivity to the Port/Airport are highlighted during prioritization of both the LRTP and the TIP planning process as multimodal components. The MPO also works closely with State and County agencies participating in the development of the Strategic Intermodal System (SIS).

The MPO completed the Freight and Goods (F&G) Movement Plan in July 2002. This Plan advances the efforts initiated in the 2025 LRTP update, and is intended to serve as the basis for the Strategic Intermodal System (SIS) in the South Florida region. Intermodal connectivity is addressed by 1) presenting the criteria used to identify intermodal terminals, 2) identifying the terminals and their related connectors to the National Highway System (NHS), and 3) recommending improvements and outlining the status of those improvements to the MPO, County and State agencies. As part of the F&G Movement Plan, the MPO identified major freight corridors and truck routes. The Plan includes analysis of the national, state and county roadway networks; identifies existing and future volumes of cargo traffic as well as capacity deficiencies and lack of facilities along the most traveled freight corridors; and, identifies potential

solutions. The Plan is a component of the LRTP and provides a list of priority projects to address existing and future needs.

5. Transit/Transportation Disadvantaged/ Bicycle and Pedestrian

a. Transit / Transportation Disadvantaged

The state-required Transit Development Plan (TDP) is a joint effort between the MPO and the Broward County Division of Mass Transit. The MPO also closely coordinates with FDOT throughout the development and preparation of the TDP. The County's newest TDP Major Update was approved by the MPO and FDOT in December 2003.

Broward County, through the former Regional Transportation Organization's Planning Technical Committee, participated in the development of the first South Florida Regional Transit Study. Currently, the MPO, in partnership with the newly formed South Florida Regional Transportation Authority, FDOT and the other two tri-County MPOs (Palm Beach and Miami-Dade), are considering a second Regional Transit Plan. A new Planning Committee has been established and the organizing meeting took place in January 2004.

Broward County Transit (BCT), the South Florida Regional Transportation Authority, and other operating agencies regularly provide important information and data to support the MPO. Data requested varies by project but may include information concerning routes, load factors, headways, and ridership statistics. Data is shared by MPO and the transit operators, usually by specific request, although numerous meetings occur between the parties where data, information, statistics, and figures are presented.

BCT has experienced a steady increase in ridership since 2001. BCT has made a number of improvements to the county transit system, including the institution of the community bus program in 2001. This is an intercity system of mini-buses that links up to the fixed route system. Currently, nineteen cities are involved in the program. The BCT contributes \$20 an hour to the operation of the buses, and the cities pay the rest.

Broward County's Paratransit Service (TOPS) has substantially increased services for the transportation disadvantaged during the last several years. There are currently 29,820 persons registered as paratransit eligible. The para-transit service documented a 98% drop in complaints since the program's restructuring in 1996, and has expanded to include more providers. TOPS has garnered numerous state and national awards, and serves as a national model for paratransit service. BCT acts as the Community Transportation Coordinator for Broward County. The Transportation Disadvantaged Coordinating Board was just expanded to include a member of the Workforce Development Board and the local medical community.

The MPO has increased efforts to coordinate transit needs and service providers, including those from adjacent MPOs. The MPO is involved in the BCT meetings, and

also currently provides staff support and implementation funds for the South Florida Regional Transportation Authority. The MPO staff noted that outreach efforts such as a marketing program to train students to use transit, using transit at community events, and other localized efforts, have helped to get buy-in from the community and public officials for transit initiatives.

b. Bicycle and Pedestrian

The MPO uses Broward County's Bicycle Plan, last updated in June 2003, as input into the LRTP. The Bicycle Plan describes what is needed to improve conditions for bicycles at very localized levels. The LRTP contains bicycles projects that are prioritized by MPO staff and the Broward County Bicycle Advisory Committee using the filtering processes described below. However, the Bicycle Update uses these priorities, along with the criteria of connectivity, in selecting projects to determine their feasibility as stand alone projects.

The Pedestrian Plan is an element of the LRTP and therefore, is not a stand-alone plan. The MPO studies sidewalk and transit amenities area-wide to enhance and facilitate better pedestrian/bicycle/transit mobility, cohesiveness, and connectivity. The MPO is also active in identifying and addressing safe paths to schools. The current LRTP includes a pedestrian and a bicycle component.

In 2001, the MPO expressed a desire to develop policies that proactively support planning and funding initiatives to facilitate and enhance pedestrian traffic, bicycles, and transit, and give funding preference to projects that establish these modes as preferred transportation alternatives as well as those that contribute to the protection of life, health, and public safety. To that end, the MPO adopted the following policies to affect the project selection and prioritization process:

- Proactively support planning and funding initiatives that facilitate and enhance the accommodation of transit, pedestrian traffic, and bicycles as preferred transportation alternatives;
- Actively and enthusiastically promote cost-feasible partnering among Broward cities and adjoining Counties to maximize opportunities for enhancing and maintaining an affordable, efficient transportation system;
- Enhance and maintain regional and community transportation goals by supporting necessary and appropriate transportation connections between tri-Counties; and
- Emphasize significant expansion of transit.

These MPO policies, as well as the TEA-21 planning factors and other criteria as approved by the MPO, will be used to evaluate and determine the prioritization of projects for funding in future LRTPs and TIPs.

6. Air Quality and Environmental Considerations

Broward County MPO is currently a “maintenance area” for the one-hour standard for ozone. Broward County has determined that the implementation of the LRTP and TIP, including each horizon year, will contribute annual emission reductions when compared to the 1990 base year network. The MPO participates in the Southeast Florida Inter-MPO Committee that consists of MPO staff directors and the representatives of state and county air quality agencies and the regional planning councils in the area. This committee serves as the main avenue for interagency consultation related to air quality issues. The committee meets regularly to discuss air quality and related current regional issues related to the South Florida Airshed, and to ensure consistency between emission budgets and conformity analyses. Several teleconferences have occurred with the above agencies as well as FHWA and EPA.

A statewide Air Quality Committee has also been formed with representatives from all the air quality MPOs, FDOT, FDEP and FHWA. This committee meets on a periodic basis to discuss changes to the EPA rules and procedures as well as statewide issues.

MPO also partners with the Broward County Department of Planning and Environmental Protection Air Quality Division on outreach and education initiatives in public schools. MPO staff attends the Southeast Florida Air Coalition (SEACO) meetings, contributes to regional air quality events held during the month of May, and participates in air quality teleconferences. The MPO also administers the County’s beautification and urban forestry program, both of which promote clean air initiatives. As noted above, the MPO actively participates in the Clean Air Cooperative. This interagency, public/private partnership supports transportation solutions through the use of alternative fuel vehicles and environmentally-friendly technologies. To date, the MPO has contributed \$4.5 million to the program through a federal earmark and CMAQ funding to create and operate a Convention Center Shuttle Connector Service, a bio-diesel subsidy for Airport shuttles, and the purchase of alternative fuel vehicles for TMA use.

a. Conformity Determination Report

The Broward County MPO Conformity Report should provide information concerning the conforming status of the TIP and accurate, easy to locate references to the LRTP. The CDR could be further improved by having a separate table or some indicator to distinguish projects that have been determined to be exempt. During the development of the draft TIP and LRTPs, an interagency consultation meeting should occur to discuss the table of exempt projects for concurrence (CFR 40 93.126 and 127).

The Year 2025 LRTP received a finding of conformity by FHWA and FTA on September 27, 2002. The current TIP was found to be in conformance on September

30, 2003. The review of the Conformity Determination Reports (CDRs) for the Year 2025 LRTP and FY 2003- FY 2007 TIP showed that the MPO is showing improvement in developing cross-references between projects in the conforming LRTP and TIP. The MPO, in working with FDOT, needs to continue their current efforts to improve the project descriptions in the LRTP, TIP and accompanying CDRs. The descriptions should include termini that are clear and consistent throughout both documents; an explanation of the lanes being improved; and the year that the project is open for construction.

The proposed timetable for the 2025 LRTP initially scheduled the conformity determination after the public review of the LRTP. The adoption of the LRTP should not occur until public review and comment on the conformity determination takes place. The 2030 LRTP schedule should include a reasonable timeframe for public review of the conformity determination and an adequate timeframe for possible changes based on public comments on the conformity report for the LRTP.

When it is necessary for the MPO to amend the LRTP (not major updates), any project determined through interagency consultation to be non-exempt from conformity will require a new conformity analysis and conformity determination. The amendment request should identify and include: the reason the change(s) needs to be added before the next major update; whether the current planning assumptions will remain the same; and note any implications of these change(s) being added (including a new conformity determination based on the revised emissions estimates from the projects). The new CDR should be adopted by the MPO first, and then the LRTP amendments. The CDR and LRTP Amendment should then be submitted to FHWA for the official conformity finding.

When adopting a TIP and its accompanying CDR, it is important that the MPO pass a resolution stating that 1) The LRTP conforms and is amended; 2) that the TIP is a subset of the conforming Plan; 3) the TIP conforms; and 4) the TIP is adopted. If the MPO desires to take an action in lieu of passing a resolution, the action must clearly address all the items listed above and in the order listed.

As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis.

It is anticipated that the FY 2004/05 -FY 2008/09 TIPs, the 2030 LRTPs for the Palm Beach, Broward, and Miami-Dade Transportation Management Areas comprising the Miami Urbanized Area (due in December, 2004), and their accompanying Conformity Determination Reports will reflect these elements for continued improvement.

b. Congestion Mitigation and Air Quality Projects

Each year, FDOT, representatives of county operating agencies, municipal staff, and MPO staff prepare a list of projects acceptable for expenditure of Congestion Mitigation and Air Quality (CMAQ) funds based on the

“unfunded” list derived from the LRTP. Together these organizations review the projects for air quality conformity and to establish conformity to the adopted LRTP. The most appropriate projects are prioritized based on air quality benefits and recommended to the MPO for adoption. Typically, though not always, CMAQ projects are used for capital improvements rather than for pilot projects whose success can create operating costs in perpetuity. Examples include interchange improvements, purchase of buses and shuttles, and ITS implementation. This process does not seem to provide for ...”*a full and open public process for the solicitation and selection of meritorious projects to be funded through the CMAQ program.*” Only projects that are currently unfunded and identified in the LRTP are considered.

Although the MPO uses the LRTP for CMAQ project identification, the MPO should also consider a solicitation process to encourage a broader range of projects types in the applications.

7. Congestion Management System

MPO completed the most current Congestion Management System (CMS) update in October 2003. Roadways and transit networks are evaluated annually and depicted on GIS maps that are available through the MPO webpage. The MPO has a well established corridor selection process based on a multimodal transportation approach. Through this approach, staff has developed a two-tier system to evaluate roadway and transit networks. This evaluation process is conducted annually to monitor the effectiveness of the recommended strategies.

Strategies being implemented to relieve congestion include 1) intersection geometric improvements (TSM), 2) transit route headway reduction and construction of transit hubs, 3) pedestrian crossings, overpasses and other pedestrian safety improvements, 4) bike racks on buses, 5) vanpool and carpool programs (TDM), 6) public transit applications to waterborne transportation, and 7) improvements to intermodal facilities.

The performance measures used by the CMS include: volume/capacity ratios; roadway level of service; segment and intersection analyses; accident ratios; safety issues; transit service volume (including load factors); travel time and on-time performance; pedestrian and bicycle facilities; and public interest that includes public involvement and considerations of the human environment. The performance measures used for transit performance on a corridor include load factor, travel time, on-time performance, and pedestrian access. Safety and security measures for the users of the service are also included.

The CMS does not recommend Single Occupant Vehicle projects until all other potential solutions that benefit HOV and the multimodal approach are exhausted. The MPO uses a multimodal approach and addresses congestion problems by analyzing and recommending Transportation Demand Management (TDM) options such as vanpools, carpools, mass transit and the use of any other types of High Occupancy

Vehicles (HOVs). The MPO also promotes aggressively the use of alternative fuel vehicles and alternative fuel technologies in our maintenance area.

A number of corridor studies that have been conducted recently to identify projects to include in the CMS. The MPO works closely with FDOT District 4 to select and conduct CMS Multimodal Corridor studies. These studies were multi-modal in approach, and selected a range of implementation activities to include in the CMS based on a number of different criteria. ITS projects are also included in CMS Plan Corridors.

The SR-7/US 441 Multimodal Corridor Study recommended bus service headway improvements that, when implemented, increased ridership on the route such that it now has the highest ridership in Broward County. Other successful strategies include construction of transit facilities, implementation of a regional vanpool program, establishment of waterbus service, and full expansion of congested intersections.

8. Intelligent Transportation Systems

The MPO is very proactive in using Intelligent Transportation Systems (ITS) technology to address congestion problems and increase safety. The MPO uses a multimodal approach to corridor studies that includes ITS applications and partners with FDOT and other operating agencies in implementing these projects. Due to regional growth and the cost of right-of-way, Broward County has very limited opportunities to continue adding capacity in the form of roadway construction and expansion. To enhance the transportation network capacity, the MPO's Plans and Programs emphasize the shifting of efforts towards public transportation and high technology strategies such as ITS. Deteriorating traffic conditions, accelerated increases in congestion levels and right-of-way costs are making ITS projects more cost feasible for the region.

Broward's current and future ITS activities and plans include the Advanced Traveler Information System (ATIS), Advance Public Transportation System Master Plan, ITS Intermodal Plan, Traffic Signal System Upgrade and Fiber Optic Deployment, Dynamic Message Sign (DMS) Program, and Construction of the Control Center at the Broward County Traffic Engineering Division.

The Advanced Traveler Information System (ATIS) and Advanced Public Transportation System (APTS) Master Plan are regional ITS efforts that will be discussed in the regional coordination section of this document. The ITS Intermodal Plan relates to ITS applications to Freight and Goods Movement projects. The Traffic Signal System Upgrade and Fiber Optic Deployment is a massive project being implemented by Broward County Traffic Engineering and includes the refurbishing of the traffic signal system and the deployment of new equipment (hardware and software) throughout the County. The Dynamic Message Sign (DMS) Program is located along Interstate 95 and Interstate 595, and includes more than 34 dynamic

message signs at major interchanges, a PC-based remote control/ monitoring system and a phone drop/single mode fiber optic communication system.

The Control Center at the Broward County Traffic Engineering Division is a traffic management center that will serve as the nerve center for all ITS projects deployed in Broward County. It will house the ITS operations Center with support from Federal funds and will also house the Broward County Traffic Engineering offices supported by local funds. It will provide space and operation consoles for the Florida Highway Patrol and Broward County Transit.

These activities have incorporated the Statewide ITS Architecture, which is in line with, and reflects the rules and requirements of the ITS National Architecture. The MPO states that Broward County operates under the Southeast Florida Region ITS Architecture Program that functions as a subset of the Statewide Architecture. However, no documentation was provided to verify that the MPO has adopted this through the LRTP or resolution as their regional architecture. The MPO should take this formal action by February 7, 2005 to endure consistency with Rule 940.

As previously mentioned, the MPO is directly involved in ITS applications for improving Port security directly related to timely, efficient and safe movement of freight and goods vehicles. As part of the ITS Intermodal Plan recently completed by the MPO, a pilot project is being developed in coordination with the Port, FDOT and Broward County Traffic Engineering Division to provide safer and more efficient approach to the Port entrance. To ensure a continuing, cooperative and comprehensive process, ITS projects should also stem from larger studies such as the LRTP and the CMS.

FDOT and the County coordinate planning for ITS both directly, as well as, through the larger MPO process, especially as it relates to funding and regional coordination. The MPO coordinates with the Board of County Commissioners' operating agencies who install and construct these systems. The District should offer the MPO additional coordination opportunities in finalizing the regional architecture and being involved in regional ITS efforts through regional ITS coordination committees.

F. Findings

The following items represent a summary of the overall findings and recommendations for further action that are included in this certification report. These findings, which are identified as noteworthy practices and recommendations, as indicated previously, are intended to not only ensure continuing regulatory compliance of the Broward County transportation planning process with federal planning requirements, but to also foster good planning practice and improve the transportation planning program and process in the area.

The review has shown that the Broward County MPO has made significant improvements to its transportation planning process in many areas during the last

three years. The MPO has instituted a number of noteworthy practices which may be used as examples for other MPOs. The review also indicated no need for corrective actions. However, a number of recommendations have been identified concerning upcoming needs that the MPO should consider.

Based on the findings of this review, the review team determined that the metropolitan planning process in the Broward County MPO continues to meet the federal planning requirements of 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607. and 23 CFR 450.334. In addition, since Broward County is a maintenance area for transportation related pollutants, the FHWA and FTA have determined that the MPO has an adequate process to ensure conformity in accordance with procedures contained in 40 CFR, part 51.

The result of the review is that FTA and FHWA jointly certify the transportation planning process for the Broward County MPO.

This FHWA/FTA certification will remain in effect until May 24, 2007.

Noteworthy Practices

The MPO has instituted a number of noteworthy practices that indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs.

1. Regional Coordination: The MPO is commended for their past, present and future anticipated work efforts related to regional coordination in various activities with the Palm Beach and Miami-Dade County MPOs, FDOT Districts 4 and 6, South Florida Regional Transportation Authority, Treasure Coast and South Florida Regional Planning Councils, etc. Early coordination efforts in regional Transit planning and Air Quality have laid the foundation for more coordination in the Miami Urbanized Area, that, as a result of the 2000 census, now comprises the whole Southeast Florida Region including Palm Beach, Broward and Miami-Dade Counties. Regional Coordination and associated activities are discussed more fully in the Regional Coordination section of this document.
2. Website: The MPO is commended for their continued quest for improvement of their website. As a result of their efforts, the user-friendly MPO website won a National Association of County Information Officer's Award of Excellence in 2003.
3. Community Involvement Roundtable: The MPO is commended for their creativity in obtaining, through the recommendation of the School Board Representative of the MPO, a student from a public high school in a minority community to serve on the CIR. Their perspective provides an often overlooked perspective to transportation issues. The MPO has also been very proactive in identifying and participating in community events, especially those held in minority communities to "get the word out" to these citizens.

4. Public Involvement Publications: The MPO is also recognized for the considerable progress they have made in addressing public involvement, particularly in the development of a myriad of pamphlets and brochures, designed to inform and educate the public on the MPO and their related products (LRTP, TIP, CMS, etc). A quarterly newsletter was also developed, as well as a survey to citizens of Broward County to help determine the public's transportation priorities.
5. TIP Ranking Process: The MPO is commended for their efforts to revamp their evaluation and priority ranking process of Projects for the TIP. The priority ranking process includes consideration of the MPO's goals, policies and priorities, the TEA-21 planning factors, and a mode-based component that considers specific criteria for comparing similar projects to one another. Further, consistency is achieved by reinforcing MPO goals: 1) coordination with and between cities, 2) enhancement of regional and community transportation, and 3) support of local and regional land use concerns. A weighting factor that favors pedestrian, bicycle, and transit projects over highway capacity improvement projects is in place. The MPO is also recognized for their development of a new tracking system of TIP projects as part of a national pilot program.
6. Congestion Management System: The MPO is commended for their Congestion Management System, which was developed as the first prototype model for the State, and serves as a short and medium-range tool to solve problems related to congestion in the interim. A CMS monitoring/tracking system was developed to keep track of over 500 CMS recommendations by category and by mode.
7. Process Improvement: The MPO is commended for its involvement with the County on implementing a process improvement program, whereby performance measures are established for the MPO that address: Agenda items addressing alternative modes; community outreach efforts; percent of plans or studies approved without further direction; percentage of corridor studies that include safety measures for bicycle and pedestrian traffic; customer satisfaction rating; percentage of UPWP studies funded for alternative modes; and percentage of prioritized projects that use safety measures as a category.

Corrective Actions

There are no corrective actions.

Recommendations

The following recommendations are offered to enhance the planning process in Broward County:

1. Public Involvement Plan: The MPO has made considerable progress in addressing public involvement, and is encouraged to continue those efforts. Training and technical assistance opportunities in Public Involvement provided by FHWA,

FDOT, the National Highway or Transit Institute, etc. should be utilized as much as practicable. The assessment of the PIP using effectiveness measures should include and document quantitative analysis as well as qualitative analysis. The MPO is encouraged to continually strive to appropriately assess the effectiveness of their techniques and identify meaningful, quantifiable performance measures. A baseline needs to be established from which to measure marked improvement. The results of each annual assessment should be documented and included as an appendix in the PIP. It is also suggested that, as individual plans are developed for specific MPO products, such as the LRTP, TIP, etc., they be incorporated into the PIP in separate sections or as appendices to demonstrate and document in one place specific plans of action developed for public involvement.

2. Website: The MPO is commended for their continued quest for improvement of their website. It is recommended that staff contact information and staff responsibilities, perhaps even an organization chart, be considered for inclusion on the website.
3. Amendment Authority: If the MPO Director has been given the authority by the MPO Board to approve TIP and STIP Amendments, and/or other administrative actions on their behalf, an approved resolution or agreement to that effect should be provided to FHWA/FTA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.
4. Community Involvement Roundtable: The MPO is encouraged to continue working to get and maintain a representative composition of Broward County residents on the CIR. If 17% of the population in Broward County is Hispanic; efforts need to be made to gain Hispanic representation on the CIR. The MPO should continue to work toward obtaining greater involvement of all populations within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees.
5. Planning/ITS/Safety: It is recommended that better coordination needs to occur between the areas of planning, intelligent transportation systems and safety. ITS and safety projects are not often included in or during the MPO transportation planning process. As such, system-wide improvements resulting from safety and ITS improvements could be better addressed, rather than on a project by project basis. MPO participation on the Community Traffic Safety Team would enhance the ability to better coordinate transportation planning with safety issues. District outreach to the MPO on the regional architecture (perhaps through the ITS subcommittee), as well as MPO adoption of the regional architecture, would enhance the ability to integrate ITS projects into the transportation planning process, and assist in meeting Rule 940 requirements for future use of federal funds for ITS projects after February 7, 2005.
6. Long Range Transportation Plan: As part of the 2030 LRTP development, the MPO should provide a more direct link between the objectives and how the MPO demonstrates that the objectives have been met. Prior to adopting the Cost

Feasible Plan, the 2030 plan should be evaluated to determine if the objectives have been met. This analysis should be documented as part of the LRTP.

7. TIP/Air Quality Conformity: As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis. FHWA/FTA should be also notified as soon as draft TIPs and CDRs are ready for public availability to provide adequate time for their review.
8. Air Quality: The MPO should expand their use of the interagency consultation process for air quality conformity issues, particularly regarding the determination of exempt projects.
9. Intelligent Transportation Systems: The MPO needs to adopt the regional architecture through resolution or as part of their LRTP. This action is needed to be consistent with FDOT guidance for implementing Rule 940, so that the MPO may continue to use federal funds for ITS projects after February 7, 2005.
10. Conformity Determination Report (CDR): it is recommended the MPO continue efforts to improve their CDR per the suggestions outlined in the body of this report.

Section IV

Miami-Dade Metropolitan Planning Organization

IV. MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Miami-Dade MPO

The first review of the Miami-Dade Transportation TMA was an Enhanced Planning Review (EPR) in March 1995. The *Enhanced Planning Review of the Miami Metropolitan Area - Final Report (dated May 1996)* contained a series of “observations” on the area’s planning process. The first FHWA/FTA Certification Review was conducted in January 1996, mainly as a follow-up to determine if the TMA had made progress in addressing the EPR’s “observations.” The Findings of the review were presented on July 11, 1996.

The site visit for the second FHWA/FTA Certification Review of the Miami-Dade County TMA was held in July 1998, with the report findings issued in October 1998. The third round federal certification review site visit was held in April 2001, with the certification report being issued in September 2001. This site visit consisted of structured meetings with staff from the regional, local, and state agencies responsible for transportation and air quality planning, and the major public transit providers and included an open forum at which members of the public spoke.

The site visit portion for the fourth round of this certification review took place on February 24-25, 2004. The Federal Review Team was composed of the following individuals:

Sabrina David, FHWA – Florida Division, Planning Team Leader
Lee Ann Jacobs, FHWA – Florida Division, Transportation Planner
Tianjia Tang, FHWA – Resource Center, Air Quality
Elizabeth Martin, FTA – Region IV, Community Planner

The review team met with representatives of MPO, FDOT, public transit operators, and other city/county/state agencies. Individuals on staff of the state and various local transportation agencies were interviewed or provided input during the review. A list of the participants in the certification meetings is included as **Appendix I**. The site visit agenda is shown in **Appendix J**.

The public was presented an opportunity to provide input to the review team and express their concerns on transportation planning issues during the course of the review meetings. A public meeting, designed to elicit comments from the public on the MPO planning process, was held in conjunction with a regularly scheduled CTAC meeting on February 25, 2004, in the County Commission Chambers of the Stephen P. Clark Governmental Center in Miami, Florida. A copy of the public notice is included as **Appendix K1/K2**. Comment forms were also provided for those that wanted to submit comments, but did not wish to speak publicly. The meeting minutes and public comments received are included as **Appendix L**.

B. Findings from Previous Review and MPO Responses

The following recommendations were identified in the 2001 Certification Report for the Miami-Dade County MPO:

Previous Corrective Actions

1. Public Involvement: As previously stated in the 1998 certification, the MPO was to develop a mechanism for the evaluating the effectiveness of their public involvement techniques by May 1, 1999. At the time of the 2001 certification, the MPO did not complete that corrective action. The MPO will have until January 1, 2002 to finish developing the mechanism.

MPO Response: The MPO completed the Public Involvement Effectiveness Evaluation Program on November, 2001. A baseline evaluation was created from April through October 2003. Each Fiscal Year the MPO will conduct a self-evaluation for the general outreach strategies which will coincide with the Annual Self-Certification.

2. Title VI: The MPO shall be required to better demonstrate how the transportation planning and programming processes address compliance with Title VI. The MPO will have until January 1, 2002 to participate in Title VI training and address how they are complying with Title VI.

MPO Response: The MPO prepared and submitted the Title VI Action Plan to Mr. Roberto Escalera, the FHWA Civil Rights Program Coordinator, on February 14, 2002.

3. Title VI - The MPO should assess how the planning process addresses the distribution of benefits and impacts of the transportation investments in the LRTP and TIP. The Community Impact Assessment process, once in use by the MPO will provide a good measure for ensuring compliance with Title VI. The MPO will have until March 31, 2002 to meet corrective action #3.

MPO Response: As a matter of clarification, Community Impact Assessment has been renamed to Sociocultural Effects in the State of Florida. As part of Sociocultural Effects, the Community Characteristics Program (CCP) tool has been created which enables the MPO to review the social, economic, and geographic characteristics of an area before PI outreach is initiated. This tool facilitates the efforts made by the MPO in conducting effective outreach and accomplishes stated Title VI goals and allows the identification of attitudes and issues facing a community. PI strategies will then be modified according to community characteristics, such as literacy rates, income levels, cultural composition and religious affiliation.

The CCP's information is available in GIS maps with different information layers, as needed. The development of the CCP was coordinated with the Florida Department of

Transportation (FDOT) to reflect consistency with the recently implemented the Efficient Transportation Decision Making (ETDM) process.

With reference to the LRTP, the following examples from the MPO Board-approved Goals and Objectives will be used as a basis for technical criteria in evaluating potential transportation improvement projects:

- Preserve communities;
- Provide equitable and environmentally just travel facilities and services;
- Increase reverse commute opportunities for disadvantaged communities; and
- Utilize sound community-compatible values in systems development and aesthetic principles in systems design.

Public involvement activities have already begun to solicit public comments from communities throughout the county, including low-income and minority communities. The TIP follows the same guidelines as the LRTP.

Previous Recommendations

1. Metropolitan Planning Organization Structure – Based on new provisions in TEA-21, the MPO should revise and execute a new “Interlocal Agreement for the Creation of Metropolitan Planning Organization” and the “Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement.”

MPO Response: Based on this recommendation, the MPO initiated the process to amend the March 23, 1977, interlocal agreement. This amendment was approved by the MPO on February 3, 2004. However, the Intergovernmental Coordination Agreement does not apply to this MPO. This is explained in the MPO Structure section of this document.

2. Unified Planning Work Program: The MPO needs to submit the draft and final UPWP (FY 2003 UPWP and future documents) according to established schedule in the *MPO Administrative Manual*.

MPO Response: The FY 2003 Draft UPWP was hand delivered to FDOT District VI on March 1, 2002, 14 days ahead of the established scheduled date of March 15. The MPO Board approved the document at their scheduled meeting on May 23, 2002. The final approved document was sent to FDOT District 6 on June 4, 2002, three days later than the established scheduled date of June 1. The minor delay was due to the Board’s scheduled meeting being later in the month of May.

The draft 2004 UPWP was forwarded to FDOT District 6 on March 13, 2003, 2 days prior to the established deadline. The document was adopted by the MPO Board on May 22, 2003. On June 9, 2003, the final document was forwarded to the District. The June 1st deadline was missed due to a combination of late in the month meeting schedule and the unanticipated request by the Board to eliminate a task from the final draft.

3. Unified Planning Work Program: In preparation of the future UPWPs, the MPO should acknowledge those committees or agencies whose project proposals received funding.

MPO Response: All new project proposals that receive funding are line itemized in the Executive Summary. Each of those proposals lists the participating agencies.

4. Unified Planning Work Program: The MPO has to add more specificity to work task completion dates in the Fiscal Year 2002/2003 UPWP and future UPWPs.

MPO Response: The MPO has worked with FDOT on how to best illustrate work completion dates for Fiscal Years 2003 and 2004 UPWPs. In the FY 2003 UPWP, the work schedule previously agreed to was changed to indicate Start and End dates as appropriate. In the FY 2004 UPWP, the Start and End dates were kept. In addition, specific tasks identified by FDOT were given anticipated completion dates at the sub task level. The MPO will add more specific dates to the FY 2005 UPWP items that are more end-product related as opposed to the supporting or continuing activity type tasks.

Additionally, to expedite the consultant selection process, the MPO developed a General Planning Consultant (GPC) services contract with excellent results. Currently, a new GPC is in place for a 3-year period and five consultants are available.

5. Unified Planning Work Program: The MPO should add footnotes in the UPWP to indicate if the funds are for new work tasks with prior years' funding or if they are tasks that were carried over from a previous UPWP.

MPO Response: Each task has a funding section whereby all of the funding is shown by source and year. The previous year funding is used first which covers the earlier subtasks. All tasks that are carried over from the previous year are indicated in the header. In addition, the table of contents identifies those tasks that are carried over.

6. Long Range Transportation Plan: TEA-21 requires consultation with transit users, freight shippers, and service providers. The MPO has not consulted the transit users or service providers. As part of the LRTP development, the MPO and Transit Agency should provide documentation on how they have consulted with the private providers of transportation and representatives of users of public transit to ensure that they had a reasonable opportunity to provide comments.

MPO Response: First, the MPO has indeed consulted with Transit over the years with respect to pursuing transit corridor studies and new starts initiatives. MPO staff have consulted with and coordinated with Systems Development Staff at Transit during work such as LRTP development, and TIP compilation. They are,

of course, counted on for contributions to transit corridor studies managed by MPO staff as well.

Freight Transportation Advisory Committee, when finally populated by the MPO Board membership, will further address freight and goods movement and trucking issues from private sector perspectives and beyond the viewpoints currently presented by public sector freight and trucking interests at the Port of Miami and Miami International Airport. This will hopefully bring some rationality to highway planning, development, and operations that are largely personal vehicle-oriented, especially in the local political and policy sector.

As it is, both the Seaport and the Airport are quite responsive to their freight clients and try to implement improvements to further expedite freight and goods movement within and accessing or egressing their facilities. However, their spheres of influence do not extend far beyond their facilities, where much work needs to be accomplished to create and maintain the facilities that are vital for the flows of goods that are essential to our County's economic vitality, and fundamental to maintaining and improving our citizens' quality of life.

7. Transportation Improvement Program (TIP): The project descriptions in the TIP make it difficult to review the conformity determination and could cause a delay in the conformity process. The MPO should modify the descriptions in the TIP to show clearer project locations, number of existing lanes, number of lanes for improvement, etc.

MPO Response: TIP project descriptions have been enhanced and continue to be enhanced through the improved Interactive TIP process. Agencies have been requested to provide descriptions with no acronyms, full text explanation and pictures of the project (if applicable). FDOT's work program, which resides in FDOT's mainframe, has had some restrictions as to how many characters can be entered under the description category. Working with the Department, a "revised approach" has been tackled to enhance the mainframe descriptions for use with the citizen's Interactive approach.

8. Transportation Improvement Program (TIP): In order to improve the citizens' ability to participate in the TIP development process, the MPO should provide more time between the release of the draft document and the adoption of the final TIP. This enhancement will attempt to improve the public's confidence level in how transportation projects are programmed.

MPO Response: The TIP process was reformulated in Miami-Dade County to specifically address this item. TIP has 2 deadlines for making the TIP available:

A first DRAFT TIP is available the 1st week of February and a FINAL DRAFT TIP is ready the first week of March when is locked in.

At that time, the document is frozen and no changes or modifications are incorporated into document. Everyone can review the same document. Any modification, addition or deletion to the Final Draft TIP is recorded in an “Errata Sheet” which is circulated to committees in May in preparation for the approval by MPO Governing Board. This approach has simplified the reviewing process, although it has put some stress on the agencies to finalize their TIP program submission earlier than ever before.

9. Public Involvement: The MPO should review and update the Public Involvement Procedures (PIP). In the update, the MPO should consider developing specific public involvement policies for each program/activity (LRTP, TIP, UPWP, etc.)

MPO Response: A stand-alone Public Involvement Plan (PIP) has been created that lays the foundation for public involvement (PI) strategies that can be adopted for use in the development of required documents such as the UPWP, TIP, and LRTP. The PIP discusses each document and provides guidelines for an effective outreach plan for them. However, since each required document is dynamic in nature as well as our communities the MPO reaches out to, the PIP leaves room for each Project Manager to be flexible when creating their individual PI program.

10. Public Involvement: As compared to MPOs of comparable size, the Miami-Dade does not have a sufficient number of staff and resources needed to coordinate all of the public involvement activities. The MPO needs to consider adding additional staff/resources dedicated to public involvement outreach and allocating more funds toward this effort.

MPO Response: The Public Information Officer (PIO) was hired October 13, 2003 to assist the Public involvement Manager (PIM). In addition, an intern is hired each semester to assist both the PIM and the PIO.

11. Community Impact Assessment: It is recommended that the MPO participate in FDOT training on the Community Impact Assessment process and incorporate the CIA features in their planning process to assist them in better complying with Title VI. The next LRTP Updates should be developed using CIA principles.

MPO Response: MPO staff attended several trainings on Community Impact Assessment. As a matter of clarification, Community Impact Assessment has been renamed to Sociocultural Effects in the State of Florida. As part of Sociocultural Effects, the Community Characteristics Program (CCP) tool has been created which enables the MPO to review the social, economic, and geographic characteristics of an area before PI outreach is initiated.

This tool facilitates the efforts made by the MPO in conducting effective outreach and accomplishes stated Title VI goals and allows the identification of attitudes and issues facing a community. PI strategies will then be modified according to community characteristics, such as literacy rates, income levels, cultural composition, and religious affiliation.

The CCP's information is available in GIS maps with different information layers, as needed. The development of the CCP was coordinated with the Florida Department of transportation (FDOT) to reflect consistency with the recently implemented Efficiency Transportation Decision-Making (ETDM).

12. Congestion Management System: The MPO should review and formally update the Mobility Management System (MMS) / Congestion Management System (CMS).

MPO Response: Currently, the CMS Update is underway under the GPC contract. Study should be completed by September 2004.

13. Coordination with the Miami-Dade Transit Agency: The MPO should develop a process to better coordinate and advertise its public involvement activities with the Miami-Dade Transit Agency.

MPO Response: MPO Special Events Activities are coordinated with the Metro Dade Transit (MDT). In addition, MPO attends major MDT community outreach events. MDT is an active participant of the MPO Data base procedures as well. They are informed on a consistent basis on citizen's comments that the MPO receives pertaining to transit. As responses are addressed by MDT they are logged in as part of the data base. MDT is also invited to student orientations conducted by the MPO. The TIP public participation process is currently being used by Miami-Dade Transit (MDT) to meet the program of project (POP) and public participation requirements of the Federal Transit Administration (FTA).

14. Transit: The MPO and Miami-Dade Transit Agency should review its customer service complaint procedures and pursue initiating a mechanism that provides quarterly reports to the public on the types of complaints they receive and how they are resolved.

MPO Response: The MPO has implemented a database system that tracks and stores all correspondences, e-mails, faxes and phone calls, including complaints, regarding transportation issues in Miami-Dade County. The comments, concerns or questions are reviewed by MPO staff and addressed as appropriate. Issues related to other agencies are forwarded to them for responses or actions. Follow-ups are conducted to assure a proper response to citizen's concerns.

15. Transit: The Miami-Dade Transit Agency should examine its operation of service policy and make improvements as necessary.

MPO Response: This is strictly a transit issue, because it concerns their delivery of their services, and the agency's service policies. Service delivery is beyond the MPO responsibilities, as the MPO is largely charged with strategic and intermediate to long range planning activities and not day-to-day operations and external department procedure and policy. However, Miami-Dade Transit service

goal has been updated as a result of the voters' approval of the People's Transportation Plan in November 2002. Substantial improvements held in abeyance due to financial constraints are now being implemented for both bus and rail service, e.g., by 2007, service frequency goal for Metrobus has been targeted to be 15 minutes or less during peak periods, and 30 minutes at all other times. Also, bus routes serving major corridors are presently operating 24 hours a day.

16. CTAC Membership: Based on the demographics of the Miami-Dade region, the MPO should reexamine the racial makeup of its CTAC. The membership does not seem to reflect the community as reflected in the current census figures. Florida Statutes require that the MPO ensure that its citizen participation committee be reflective of the community.

MPO Response: It is evident that while the CTAC membership racial make-up does not exactly match to the County's demographics, there is a balance between the different races. There is little control as to who is interested in serving on the CTAC and what their race is. CTAC invites all races to join in the process.

C. Organization and Management of the Planning Process

1. Description of the Planning Area and Local Agencies

For transportation planning purposes, the Miami-Dade County area includes all of Dade County and the municipalities within Dade County. Miami-Dade County is located at the southeastern tip of the Florida peninsula. Only Monroe County stretches further south. The total land area of the County is 1,944 square miles, making it the third largest among Florida's 67 counties. It is almost 60 miles north to south and about the same distance east to west. As the Everglades comprises a large part of the south-western portion of the County, the urbanized portion of this large jurisdiction is only about 420 square miles.

Over the decade of the 1990s, about 35 square miles were added to this built-up portion. There are barrier islands on the east which extend for about a third of the length of the County. Of the urbanized portion, the northern half is much more densely developed than the south half. In the southwest, there is a large agricultural area and other low-density development. In the extreme southeast, there is an extensive amount of environmentally protected land. The County is designated a Transportation Management Area and is an attainment/maintenance area for ozone under the National Ambient Air Quality Standards.

Miami-Dade is Florida's most populous county, a position it has held for several decades. For a large area, it has a high growth rate relative to all metro areas, 16.3 percent versus 13.9 percent between 1990 and 2000. Within Florida, Miami-Dade is not growing as fast as other parts of the state. Thus, its share of the total population for Florida has dropped from 15.6 percent in 1990 to 14.1 percent in 2000. In 2000 with its 1.2 million residents, it was bigger than all but seven cities in the U.S.

Current population projections indicate that this level of growth is very likely going to continue. The latest official projection shows Miami-Dade attaining 3.2 million residents by 2030, an increase of 935,000 from 2000, or about 31,000 annually. Forty years ago (1960), the County population was 80 percent Non-Hispanic-White (and other Non-Hispanic), 14.7 percent Black, and only 5.3 percent Hispanics (98 percent being white). By the year 2000, these percentages had shifted to 23.7, 19, and 57.3 respectively and this trend is expected to continue. Several Spanish and Haitian communities currently speak their respective languages. As such, the Miami-Dade County area has unique characteristics that can create challenges and opportunities for the transportation planning process.

There are 34 municipalities in Miami-Dade County (one is a paper city only). The largest is the City of Miami (373,000), which is in the central coastal portion of the County. Hialeah is number two (233,388) and lies to the northwest of Miami. The City of Miami Gardens is third with a population of 100,809. Miami Beach is across Biscayne Bay to the east of Miami and is the third largest (90,486) and the most densely populated. The next three are North Miami (60,069) Coral Gables (43,216), and North Miami Beach (42,167). Coral Gables abuts Miami on the southwest while the other two are located well to the north.

The 2000 Census created the Miami Urbanized Area, which encompasses Miami-Dade, Broward and Palm Beach Counties and as such the respective three MPO's. The issue of a potential single unified MPO has been discussed and addressed by the respective MPO's. All have agreed to support the existing MPO structure with added emphasis on regional transportation planning matters. More discussion of regional activities in the Miami Urbanized Area is contained in the Regional Coordination section of this report.

Along with Broward and Palm Beach Counties, Dade County comprises part of the Southeast Florida airshed, which was initially designated as an ozone non-attainment area pursuant to the 1990 Clean Air Act Amendments. In April 1995, the airshed was re-designated as a "maintenance area". However, each of the airshed's three MPOs continue to address transportation conformity throughout the development of their respective LRTPs and TIPs.

A large and diverse group of state and local agencies participate in transportation planning for the MPO Area. A number of these agencies receive, or are eligible to receive, federal transportation funds either through the State of Florida or directly from the Federal government. *Examples* of these types of agencies include: the Florida Department of Transportation, the state transportation agency; the Miami-Dade Metropolitan Planning Organization; Miami-Dade Transit (MDT), the public transit provider; South Florida Regional Transportation Authority (SFRTA); Miami-Dade Seaport Department; and the Miami-Dade County Aviation Department.

There are other agencies in the Miami-Dade County Area that are involved in the transportation planning process that do not receive federal surface transportation funds on a regular basis. Examples of these types of agencies include: the Florida

Department of Environmental Resources Management, Miami-Dade Department of Planning and Zoning, Miami-Dade County Department of Environmental Management; South Florida Regional Planning Council; Miami-Dade Expressway Authority; and the Miami-Dade School Board.

2. Metropolitan Planning Organization Structure

The Miami-Dade Metropolitan Planning Organization was created on March 23, 1977, under the authority of Chapter 163 of the Florida Statutes. Membership of the MPO is constituted under the Chartered County option allowed by Florida Statutes. The MPO Governing Board is made up of Twenty-two (22) voting members as follows: all thirteen (13) Miami-Dade County Commissioners; two appointees by the Governor of Florida which include an elected official to represent municipal interests and a citizen who does not hold an elective office and resides in the unincorporated area of Miami-Dade County; a member of the Miami-Dade Expressway Authority; a member of the Miami-Dade County Public School Board; an elected official from each city with over fifty-thousand (50,000) residents in Miami-Dade County which include the Cities of Hialeah, Miami, Miami Beach, Miami Gardens and North Miami. The Florida Department of Transportation (FDOT) has two non-voting representatives on the MPO Board.

The MPO has executed the following Agreements: the Interlocal Agreement for the Creation of Metropolitan Planning Organization; Transportation Planning Funds Joint Participation Agreement; and the Public Transportation Joint Participation Agreement.

The original MPO Interlocal Agreement for the Creation of Metropolitan Planning Organization was executed on March 2, 1977. The first amendment to this Agreement was approved by the Board of County Commissioners on February 3, 2004. The Transportation Planning Funds Joint Participation Agreement was last executed on October 26, 1999. The Public Transportation Joint Participation Agreement was executed on December 1, 2003.

The MPO does not have a specific Intergovernmental Coordination and Review, and Public Transportation Coordination Joint Participation Agreement. The MPO has a continuing, cooperative, and comprehensive transportation planning process to develop transportation plans and programs for the metropolitan planning area. The Miami-Dade MPO Board representation, as previously mentioned, is quite comprehensive. In this manner, units of governments and major transportation agencies have a voice in the process. All documentation goes to every government entity in the region. There is a reporting requirement in place for the coordination of investments in transportation for the usage of the Local Option Gas Tax.

In addition, the MPO funds cities for participation in transportation planning under the Municipal Grant Program. Miami-Dade County does not have a Port, Aviation or Transit Authority. Decision-making for these functions is vested in the County Commission, which is included in its entirety in the voting membership of the MPO. The Regional Transportation Authority is also represented on the MPO. In addition,

these agencies are further represented in the MPO process through various committees.

Therefore, under legal advisement and to avoid duplication of efforts, the Miami-Dade MPO has voting representation on its Board from local government entities in the area and major transportation agencies and as a result, doesn't have a separate coordination agreement.

The MPO has five Standing Committees, which are the Transportation Planning Council (TPC), Transportation Plan Technical Advisory Committee (TPTAC), Citizen Transportation Advisory Committee (CTAC), Bicycle Pedestrian Advisory Committee (BPAC), Transportation Aesthetic Review Committee (TARC) and Freight Transportation Advisory Committee (FTAC). Additionally, the MPO Board also may create special committees for specific projects such as the I-395 Committee to discuss alternatives to replace the existing I-395 Corridor.

The Transportation Planning Council (TPC) membership includes the directors of various agencies involved in transportation planning as well as those affected by the process. Representation on the TPC includes Miami Dade Seaport Department, Miami-Dade Public Works, the Miami-Dade Transit, Miami-Dade Airport Department, Miami-Dade Department of Planning & Zoning, South Florida Regional Transportation Authority, Department of Environment Resources Management (DERM), the Florida Department of Environmental Protection, the Florida Department of Transportation, Miami-Dade County Public Schools, the Miami-Dade League of Cities and the Miami-Dade Expressway Authority. Representatives from the county municipalities with over 50,000 in population such as the Cities of Hialeah, Miami, Miami Beach, Miami Gardens, and North Miami are also TPC members. TPC also has several subcommittees which help guide the development of the LRTP, UPWP, and TIP.

The Citizens Transportation Advisory Committee, (CTAC), is appointed by the Governing Board, and is comprised of 44 member positions representing the diverse community of Miami-Dade County. Each MPO Board member is entitled two appointments to the CTAC. Each commission district has at least one member on the CTAC. The remaining member may or may not be residents of the district of the Commissioner or Board Member nominating them. The CTAC also has several subcommittees to discuss and evaluate specific issues, such as Transit, Elderly & Disabled, and Special Projects. The composition of the CTAC includes representatives from different races, income level and educational background, as well the elderly and disabled community. Additionally, the CTAC is represented by employees, retirees, self employers and executives from the private sector. The CTAC serves as the MPO's primary committee for soliciting input and participation from the public.

The Bicycle/Pedestrian Advisory Committee (BPAC) ensures that the MPO meets its obligation to plan for non-motorized transportation alternatives, and assists with the implementation of the Bicycle and Pedestrian Program. The BPAC also reports to the Governing Board.

The Transportation Aesthetics Review Committee (TARC), appointed by the MPO Governing Board, includes architects and landscape planners. The TARC assesses the visual aspects of major transportation projects, and work to incorporate aesthetics into transportation projects early in planning and throughout the project phases. The project concepts and designs are reviewed for aesthetic quality and integrity. Aesthetics are also considered in the evaluation criteria for project selection.

The MPO recently created the Freight Transportation Advisory Committee (FTAC) as a formal committee of the MPO to represent Miami-Dade's economically vital freight movement industry with the MPO process. The FTAC is to address the multimodal transportation needs of freight movement throughout Miami-Dade County. The FTAC will report to the MPO Board. The FTAC is expected to encompass private sector voting members from the local aviation, maritime, rail, and local and OTR trucking and delivery freight transport communities on its roster, along with representatives of the MPO, the Seaport, the Airport, TSA, Florida DOT, Miami-Dade Public Works, and as appropriate, local municipalities' transportation agencies as ex-officio members. Committee will review transportation planning activities and projects from the perspectives of trucking interests and offer insights into the needs of freight and goods movement on the surface street system and intermodal transfer facilities involving shipping, air cargo, and rail freight. Currently, the MPO is in the nomination process for appointing members to FTAC.

In conjunction with the Miami-Dade Transit Agency, the MPO provides funding and staff support for the Transportation Disadvantaged Local Coordinating Board (TDLCB). The TDLCB is a special advisory committee that provides guidance to the Community Transportation Coordinator, which is the Miami-Dade Transit Agency. The TDLCB also participates in the development, implementation, and evaluation of the Transportation Disadvantaged Service Plan with the MPO.

3. Unified Planning Work Program

Annually, the Miami-Dade MPO prepares the Unified Planning Work Program (UPWP). The UPWP describes the multi-modal transportation planning activities that have recently been completed or will be initiated during the next state fiscal year (July 1 to June 30). The document is intended to provide other agencies and the public with an overview of the major transportation issues facing the area, and the tasks that will be undertaken to support those planning efforts. The UPWP is a working document whereby many milestones are targeted. The UPWP provides a tool to project managers for measuring their performance and effective control of projects. Also, elements of the UPWP are included in the approved MPO Business Plan that is integrated into the Miami-Dade County Business Plan as a tool for determining the performance of the MPO staff function. The UPWP is also a way to program new, and innovative ideas to help alleviating congestion problems. Additionally, the UPWP is a tool that provides municipalities and other entities a mechanism to obtain funding to plan for transportation related problems that they are facing at local levels.

The development of the UPWP is a six-month process, starting in December and finishing in June. The MPO coordinates the development of the UPWP through the FDOT District 6 Office, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the UPWP Development Subcommittee membership. The UPWP Development Subcommittee of the Transportation Planning Council is used by the MPO to solicit and recommend new work task proposals. The Committee reviews and recommends those work tasks that should be included in the upcoming UPWP. The recommendations are then forwarded for review, comment, and/or endorsement. Ultimately, the UPWP is adopted by MPO Governing Board and is transmitted for review and/or approval by FDOT, FHWA and FTA.

Early in the Development process, the MPO distributes the “Call for Ideas” Brochure to the extensive database the MPO houses which has over 700 recipients. This database includes, but is not limited to, Homeowner’s Associations, Churches, Citizens at large (from previous inquiry) and various agencies, including all municipalities within the county. The brochure solicits ideas for consideration to be programmed in the UPWP. In addition, Public comment on the UPWP is solicited through the Citizen’s Transportation Advisory Committee (CTAC).

The Core elements in the UPWP are required to support mandated efforts, such as Socioeconomic data and Urban Travel Modeling and Forecasting, which both support the Long Range Transportation Plan. Once these are established, then the supporting agency projects are programmed, such as Transit, Public Works, Planning and Zoning, etc. Once the MPO’s functions and supporting agencies’ roles are financed, the balances of funds are programmed for new projects. Projects are proposed from a variety of sources, including previous studies and planning partners and agencies.

This discretionary portion is selected by the UPWP Development Committee after discussing and agreeing upon the direction taken based upon the Planning Emphasis Areas and any other pertinent selection criteria. The process to develop, select and prioritize these activities begins when new ideas are requested to all entities and individuals listed in the MPO Database. Ideas received are then discussed, screened and rated at UPWP Committee level. Depending on the amount of funding available, ideas ranked at the top are awarded with funding for inclusion in the current UPWP. Sponsors are notified of the studies to be included in the document. It is recommended that in future UPWPs, the MPO should give acknowledgement to those committees or agencies that suggested or initiated the projects for funding.

The MPO has made continual progress in the UPWP to provide better clarification as to funding sources from current and previous years. The MPO has added footnotes in the UPWP to indicate if the funds are for new tasks with prior years’ funding or if they are tasks that were carried over from a previous UPWP, but were not completed, and would continue to use that earlier years’ funding.

The Miami-Dade MPO exchanges UPWPs with Palm Beach and Broward County MPOs. It has usually been the Final Draft or the adopted version to compare different

approaches and best practices. With a new emphasis on regional planning, the MPO states they will begin exchanging the Preliminary Draft with their regional partners to ensure earlier review and coordination. The MPO has been submitting the documents in a timely manner.

The final draft is addressed at a public hearing, which is advertised in local periodicals.

The UPWP is posted on the web site with a search button option, to allow anyone to go straight to the interested subject matter. All end products identified in the UPWP are also posted in the MPO Website.

In addition, detailed scopes of services are forwarded for both the State and Federal agencies' approval on consultant contracts for approval prior to submitting a notice to proceed.

To make the document more user friendly, most of the UPWP has been "bulleted" for easier reading. Over the past years, the adopting resolution, certification assurances and other formal requirements have been moved to the back of the book to allow the lay person to get right into the important aspects of the document without having to thumb through many pages of technical and legal jargon. An executive summary and a brief introduction allow the reader to understand the process and the book's purpose. In addition, an acronym list has been added to the beginning of the appendix section.

D. PRODUCTS OF THE PLANNING PROCESS

1. Long Range Transportation Plan

Based on consideration of the elements of the planning process, the MPO is required to develop a 20-year Long Range Transportation Plan (LRTP) that identifies major roadways, transit systems, and intermodal facilities that function as an integrated regional transportation system. The plan must identify both short term and long-term actions needed to develop and maintain an integrated intermodal transportation system that is accessible and provides for the efficient movement of people and goods. The transportation plan must reflect environmental and intermodal considerations and provide a financially constrained agenda for future transportation investments.

The Miami-Dade County MPO Governing Board adopted the Year 2025 LRTP on December 6, 2001. The Federal metropolitan transportation planning regulations require an MPO's LRTP be reviewed and updated at least triennially. The Year 2030 LRTP is scheduled for approval in November 2004.

Typically, the LRTP development process involves a multi-step testing phase, whereby various treatments to the future anticipated congested corridors are tested. This is accomplished by applying highway-intensive solutions and transit-intensive solutions separately. The Steering Committee evaluates how well the various treatments performed and develops a "best combination" or multimodal treatment wherever appropriate. These solutions translate into project proposals, which are

ultimately reflected as line item projects in the LRTP. Transit, bicycle and pedestrian needs are identified in the multimodal LRTP needs plan and prioritized in the Cost Feasible LRTP Plan. Both, the Bicycle/Pedestrian Advisory Committee (BPAC) and the Citizen's Transportation Advisory Council (CTAC) are involved with reviewing and providing input and recommendations for consideration into the LRTP.

The LRTP development process includes a task, which calls for the technical steering committee, assisted by the consultant team, to review, revise and re-validate the planning assumptions used in the previous Plan Update. This holds true whether the Plan Update is a minor or major one. There are several sources for the public to learn more about this process. First, there are a series of brochures that are published as the Plan is developed. Some of these are in newsletter format which provide a fair amount of detail, however all of them encourage the reader to visit the MPO's website and to contact the MPO for further information. Second, the MPO's website is continuously being updated to provide Plan-related information. And finally, there are a series of community meetings held throughout the County, at which the public can learn more about the planning assumptions and the Plan development process.

One of the initial tasks in the development of the LRTP is the development of the Goals and Objectives. The LRTP Steering Committee ensures that the goals of the transportation Plan are consistent with those of the Comprehensive Development Master Plan (CDMP). The Goals and Objectives are adopted as a part of the Plan, and are reflected in the approval document. The 2030 LRTP approval document will reference the appropriate policies in the Transportation Element of the County's Comprehensive Development Master Plan (CDMP).

Land use changes anticipated through either the Developments of Regional Impact (DRI) process or through amendments to the County's CDMP are analyzed in the context of the LRTP. These tasks are also a part of the consultant contract for the LRTP, and will extend beyond the adoption date of the LRTP. The MPO only recently acquired direct access to the County's GIS. Through efforts within the County, and using under-contract Consultant resources that use GIS, the MPO is beginning to use GIS more.

Highway and transit safety is reflected as a priority through the Goals and Objectives in the LRTP. This priority is carried forward as the project evaluation criteria, based on the Goals and Objectives, includes safety considerations as a basis for ranking projects. In addition, safety, as a part of O&M, is accounted for in the revenues/costs of the Plan, particularly in the FDOT revenue projections.

Community values are balanced with capacity-adding and maintenance-oriented transportation priorities largely through the public involvement phase of the Plan development or during public presentation on individual projects. Some proposed capacity-enhancing projects receive negative community reception, and there are some cases of where safety and/or maintenance-oriented improvements were ultimately programmed instead, in response to the community. During the Year 2030 LRTP Update, the MPO needs to discuss the process for assessing the regional benefits and burdens of the recommended transportation system investments on different socio-economic groups.

The development of operations and maintenance costs is only now getting underway for the 2030 Plan Update. The costs will be coordinated through the technical steering committee. Revenue estimates will soon be brought to the table for discussion. On the highway side, federal and state roadway funding will be brought forth by the FDOT through the consultant. Revenue estimates for local roadways will be produced by the Consultant Team based on current revenue streams for local roads in the TIP. Transit revenue estimates will be provided by the FDOT and the transit agencies. Private sector-funded roadways are considered in the Plan, based, in part, on the Private Sector component in the adopted TIP.

The LRTP includes a Financial Resource Analysis section which outlines all Forecasted Revenues for Years 2006 to 2025. It is a federal requirement that the Long Range Transportation Plan be financially constrained by the projected revenues. The current 2025 Plan, also referred to as the “Minimum Revenue Plan,” is financially-constrained based on the projected revenues which were “reasonably expected to be available” at the time of adoption. The Year 2025 LRTP also includes a Needs Plan, which includes unfunded projects. This Needs Plan forms the desirable blueprint for the future transportation system for the urbanized area.

The Financial Resources Report for the Year 2025 Transportation Plan outlines various potential new local dedicated funding sources and strategies for enhancing revenue. The document includes discussion on gas tax revenues, sales tax revenues, debt-financing and other strategies such as public/private partnerships. In November of 2002, voters of Miami-Dade County approved a referendum for a half-cent sales tax for transportation. Revenues generated by this tax will be used to fund transit corridor projects and roadway projects, as listed in a County ordinance linked to the referendum.

The MPO will be trying a new format for the 2030 Plan document to enhance the document’s user friendliness. A series of modules (Public Involvement, Air Quality, Socioeconomic data, Travel Demand Modeling, Financial Resources, etc.) will be included in the adoption document. Users will be able to extract the modules of interest, which will be composed as stand-alone documents. The MPO is receptive to comments from the public on the friendliness of the LRTP document (and all other documents).

The public involvement approach for the 2030 LRTP will include more small public meetings held in various locations within the community, and held in conjunction with other meetings when possible. This will provide the community with close-by, more convenient opportunities to participate and provide input and feedback into the process.

2. Transportation Improvement Program

The provisions of 23 U.S.C. 134 (h) require that the metropolitan transportation planning process produce a Transportation Improvement Program (TIP) developed by the MPO in cooperation with the State and public transit operators. The TIP is a list of priority projects and activities intended to accomplish the objectives of the regional transportation plan. Those projects listed in the TIP are intended to be carried out over the short-term (3-year) period. The TIP becomes part of the Statewide Transportation Improvement Program (STIP) and is developed and updated on a frequency and cycle that is compatible with the development of the STIP.

The TIP must be approved by MPO and FDOT (acting on behalf of the Governor). The FHWA and FTA must make a determination that new or amended TIP's for the region conform with the State Implementation Plan's (SIP's) purpose of attaining the National Ambient Air Quality Standards (NAAQS) prior to its incorporation in the STIP.

The Long Range Transportation Plan (LRTP) feeds priority projects into the TIP development process. The MPO's TIP is a subset of the Long Range Transportation Plan (LRTP). Project identification selection begins during the LRTP process and is refined during the TIP process. All TIP projects are related to the goals and objectives of the LRTP. Capacity improvement projects not included as part of the LRTP are not considered eligible for inclusion in the TIP. In order to select and prioritize projects for the TIP, the MPO relies on the Transportation Improvement Program Development Committee to lead the process.

The TIP Development Committee recommends that the first three (3) years of the adopted TIP be considered as committed and the selection criteria be applied to the remaining two years, in addition to any outstanding project proposals. The Committee goes through three major phases for TIP development: (1) Project Selection; (2) Project Prioritization; (3) Project Ranking. The project selection phase looks at a project's eligibility, consistency with the Long Range Transportation Plan, and category it falls in. The project prioritization phase examines projects in qualitative and quantitative terms and whether they have a highway or transit emphasis. The project ranking phase lists the projects in a matrix format, in order of the most favorable. The highway, transit, and Intermodal project proposals are considered together. The Committee has to also consider how projects should be treated among various funding categories since many projects may be eligible in more than one category.

The Miami-Dade TIP contains an appendix, listing projects "next-in-line" for TIP funding. This section, locally known as the Unfunded Priority Needs, serves as a staging area for projects as they progress from the Cost-Feasible LRTP to the TIP.

The MPO usually approves a new TIP document in May of every year. The MPO stated that during the summer time, while the MPO Governing Board is in recess, the MPO can amend the TIP administratively to reconcile any items in the Work Program which need to transition from previous TIP to the TIP adopted in May. If the MPO Director has been given the authority by the MPO Board to approve TIP and STIP

Amendments, and/or other administrative actions on their behalf, an approved resolution or agreement to that effect should to be provided to FHWA/FTA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.

Requests for scope changes involving schedules and/or costs are reviewed and assessed to gauge significance of changes and impact to current air quality conformity requirements. Most changes will trigger a TIP amendment – consultation with air quality partnership is included in this process as necessary to determine if project change triggers an air quality conformity re-determination. The project descriptions in the TIP provide the public and other federal, state, and local agencies an explanation of the proposed transportation improvement, including the location and year of funding. The TIP must have a clear and accurate project description in order to conduct the travel demand forecasting. Because the Miami- Dade County is designated as “maintenance area” for the one-hour standard for ozone, the MPO’s TIP is evaluated for conformity with air quality standards. If there are ambiguous project descriptions, it could cause a delay in the conformity process. The MPO has reviewed the TIP and project descriptions have been modified and enhanced to provide clarity and accuracy in depicting projects. This improvement has facilitated the overall CD review process.

The TIP process is open to the public for comments, requests, input, criticisms, all year around by calling, writing a letter, attending the TIP and CTAC meetings. Annually the CTAC hosts a televised interactive meeting to the citizenry of Miami-Dade County.

The Transportation Improvement Program (TIP) Interactive meetings were televised in March 2002 and 2003 and were hosted by the Citizens’ Transportation Advisory Committee (CTAC). Citizens not only could watch the meeting on TV, but they could also participate in the meeting by calling or e-mailing questions regarding the plan. This year the TIP Interactive will be co-hosted by the CTAC, Bicycle/Pedestrian Advisory Committee (BPAC), and the Transportation Aesthetic Review Committee (TARC) and be televised with access for comments form the public via phone, fax, and e-mail.

The TIP is also posted at the MPO website and a link to the TIP Project Manager is disclosed. The TIP is available at all Miami-Dade County Library System facilities (main and 33 branches throughout the county). All amendments are advertised within a 30-day period of time before MPO Governing Board action and such MPO Board Meeting is always a public hearing. The annual list of prior year obligated federal funds is received from the District Office and also gathered from MyFlorida DOT website for public consumption. A copy of the Listing is posted permanently at the MPO Website, and copies are available for public review at all times.

Several years ago, the MPO devised the TIP Citizens’ Version – a condensed, full-color, illustrated, concise version of the full TIP document. It highlights basic TIP information, agencies and their main proposed projects. It also contains a listing of

projects completed from the previous TIP and those ongoing projects. In addition, the MPO has an interactive TIP application at the Miami-Dade Web portal: this unique application affords the public with 24-hour access to TIP information in a user-friendly format and more detail presentation by project.

A new study was approved for the next cycle of the UPWP that will provide a tool to the MPO to keep tracking the projects in the TIP regarding their completion. Through the TIP Citizens Version, the MPO reports on projects from previously adopted TIPs, which are ongoing or have been completed.

E. ELEMENTS OF THE 3-C PLANNING PROCESS & RELATED ACTIVITIES

The planning process is carried out as a cooperative effort between MPO, FDOT, and other transportation facility and service providers. The planning process produces the Long Range Transportation Plan and the Transportation Improvement Program. The elements of the planning process which result in the development of the plan and program include:

1. TEA-21 Planning Factors / Planning Emphasis Areas
2. Financial Planning
3. Public Involvement /Title VI
4. Intermodal Activities / Freight / STRAHNET
5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian
6. Air Quality and Environment Considerations
7. Congestion Management System
8. Intelligent Transportation System

Collectively, these elements are intended to form the basis for the transportation plan and transportation improvement program.

1. TEA-21 Planning Factors / Planning Emphasis Areas

Both ISTEA and TEA-21 require that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. TEA-21 requires that the planning process provide for consideration and analysis of projects and strategies that:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency.

- Increase transportation system safety and security.
- Increase the choices for accessibility and mobility.
- Protect and enhance the environment, promote energy conservation and improve quality of life.
- Enhance the integration and connectivity of transportation systems.
- Promote efficient management and operation of the transportation system.
- Emphasize the preservation of the existing transportation system.

The Miami-Dade County MPO uses the TEA-21 Planning Factors as a basis for developing the Long Range Transportation Plan, Goals and Objectives. After the LRTP is developed, the LRTP Steering Committee uses the Goals and Objectives to develop a set of project selection criteria by which they evaluate and rank the projects into priority categories. The MPO also incorporates the TEA-21 Planning Factors when drafting the Unified Planning Work Program (UPWP). The UPWP has a matrix that cross-references the TEA-21 Planning Factors and the UPWP work tasks. Safety and security are also addressed as part of the MPO's planning process. High traffic crash locations are identified and analyzed by FDOT and the Miami-Dade Public Works Department. Safety and intersection improvement projects to address these sites are included in the TIP. The UPWP is another tool used by the MPO to address specific safety issues in the transportation planning process. All agencies submit their ideas for being considered for funding during the UPWP cycle.

Highway and transit safety is also reflected as a priority through the Goals and Objectives in the LRTP. This priority is carried forward, as the project evaluation criteria, based on the Goals and Objectives, includes safety considerations as a basis for ranking projects. In addition, safety, as a part of operations and maintenance, is accounted for in the revenues/costs of the Plan, particularly in the FDOT revenue projections.

To address the security issue as it relates to planning, the MPO has developed an outline of a Continuity of Operations Plan (COOP) that it's being reviewed by the Emergency Operations Management Department.) The COOP has a contingency plan for physical relocation to other satellite county facilities and a back-up computer backbone to be hosted at FDOT District 6 Transportation Management Center (TMC) to contain back up documentation to ensure continuity of operations in case of any incidents. The Port of Miami, Miami International Airport, Miami-Dade Transit, and SFRTA/Tri-Rail all have extensive security programs, plans and activities in place that are ongoing to address their respective security issues.

It is also anticipated that once the FTAC (Freight Transportation Advisory Committee) is fully created, the committee will address freight movement- and international trade-oriented security issues, specifically addressing seaport- and airport-focused security, but also general industry-wide concerns, as well.

2. Financial Planning

The Long Range Transportation Plan incorporates all existing and anticipated funding sources as identified through the statewide transportation revenue forecasting process.

Operations and maintenance costs, for both highway and transit are included in the LRTP, as part of the Financial Resources document and project cost analyses. For the highway component, the costs include ordinary/routine maintenance work such as patching, landscape maintenance, traffic signals and signal maintenance and bridge maintenance. Highway operations and safety costs could include exceptional work, such as resurfacing, traffic control devices, safety lighting and signals, guardrails, and pavement markings. For the transit system, the operations and maintenance costs are funded through revenues from passenger fares, state operating assistance, and local funds. For both the highway and the transit system, funds for operations and maintenance are accounted for prior to any funds being expended for new capital projects.

3. Public Involvement/Title VI

a. General Outreach to the Public

The MPO employs an immense variety of methods to support and encourage public involvement, as listed below. For outreach strategies, various methods are utilized to disseminate information including:

- Publication of newspaper ads in a paper of general circulation
- Publication of agendas and documents on the MPO Website
- US Mail; Homeowner Associations, citizens committees, Chamber of Commerce, etc.
- Facsimile
- E-mail
- MPO Quarterly Newsletters
- MPO Brochures
- Citizen Interaction
- Local Government Access Channel (Cable Television)

E-mails pertaining to “hot” transportation issues are sent to the citizen distribution list. Citizens can sign up to this list via the MPO website, by phone or filling out a comment card at an outreach event.

The Annual MPO Newsletter is an effective educational tool containing a “year in transportation activities” snapshot. The 2003 Annual Newsletter was distributed to over 650,000 Miami-Dade County residents in English, Spanish, and Creole as an insert in numerous community newspapers. The newsletter was also made available as a link from Miami Herald.com to the MPO website where it was made available in the three languages.

The MPO’s “Transportation Voice” quarterly newsletters provide detailed

transportation information that is most relevant to that time period. The recent “Transportation Voice” focuses on the regional movements of our expanding transportation system.

The MPO Website itself www.miamidade.gov/mpo is an extremely comprehensive site for all information on the MPO. It includes all major documents: the TIP, the citizen’s TIP, the LRTP, the UPWP, and many reports, which may be downloaded directly from the site. Agendas and minutes of the MPO and its Committees may be accessed through this site. It has many hotlinks to other projects, agencies etc. The MPO receives many of its public inquiries from visitors to the site. A new updated site is underway.

Public Service Announcements (PSAs) were created to increase MPO awareness among the citizens and encourage their involvement in the transportation planning process. The PSAs were shown on Miami-Dade TV (MDTV) during the Fall of 2003. Because Miami-Dade County is considered by many as a “melting pot” due to the area containing many different ethnicities, communicating to a diverse community is a primary focus of the MPO. Therefore, the PSAs ran three times a day in English, Spanish, and Creole. Radio and Television interviews are also being scheduled with English, Spanish, and Creole stations.

The MPO has also developed a citizen’s guide titled, “On the Move - Miami-Dade County’s Pocket Guide to Transportation” that provides transportation information with regards to: transit services, highway services, non-motorized transportation services, and transportation demand management services such as vanpools, taxis, airport shuttles, carpooling, emergency ride home, etc. This Guide will be distributed at community outreach events, through the library system, at Commissioner Districts, and through Team Metro Offices. It will also be made available on the web and will be available in an alternate format if requested.

For each special project, study or required document, as appropriate, a public involvement process will be developed. PI strategies will be recommended and evaluated to measure the effectiveness of the activity in reaching the affected community. Some of these strategies may include: preparation of brochures and newsletters in other languages, conducting meetings with local groups, facilitate the receive input of the community via telephone, letters, forms, e-mails, etc...

The implementation of Project ANA (Awareness, Needs, and Accessibility) has become an important avenue to reach out to the public. Project ANA is a method developed to establish Community Outreach Events (COEs) to provide the public with an equal opportunity to participate in the planning process. Project ANA’s COEs have been classified into four categories of events: citizen; business; student; and religious. These activities are conducted and scheduled in a manner which maximizes interagency cooperation and outreach potential. Each month two of the above categories are targeted with the intentions of performing twenty-four (24) COEs per year with four (4) COEs per planning area, as needed.

These events provide an opportunity for citizens to adequately provide transportation recommendations and comments to the MPO for further analyses. Comment cards are made available to be filled out by participants at events with information being input into the MPO Public Involvement Database.

The MPO has initiated a program to provide active participation to the student population in the transportation planning program. MPO staff has been contacting several high schools with the purpose of creating a Student Advisory Committee (STAC). The proposed committee will have one representative of each high school (36) within Miami-Dade County. This group will provide input to the MPO of their concerns, issues, and opinions on transportation. To raise awareness among university students, MPO has also been working with local universities to include transportation information at freshman orientation sessions. The objective of this activity is to educate students about their transportation options and receive feedback.

b. Public Involvement Plan

Federal Regulations state that MPOs' public involvement processes shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The regulations also state that periodic review of the effectiveness of the public involvement process is required to ensure that the process provides for full and open access and revision of the process as necessary.

The method in which the MPO indicates how they will involve the community in the transportation planning and decision-making process is shown in the Miami-Dade County MPO's Public Involvement Procedures (PIP). The PIP is a working document that will serve as a guide for the selection and application of PI tools and strategies in all MPO projects, studies, and required documents. The PIP was adopted on December 1994. Subsequent updates have occurred. After the development and approval of the Public Involvement Effectiveness Evaluation Program (PIEEP), and in response to the recommendation made in the last Certification Process regarding the Public Involvement Plan, a stand-alone document was prepared by the office to address and incorporate these issues and recommendations. This updated PIP is currently in draft form and will be presented for review and adoption by the Citizens' Transportation Advisory Committee (CTAC) and Transportation Planning Council (TPC) in March 2004 and will be presented to the MPO Governing Board for final adoption in April 2004. The PIP will be reviewed on a yearly basis after the annual self-certification process to determine if any revisions need.

The PIP begins with a brief history pertaining to the foundation of Metropolitan Planning Organizations (MPOs) and then describes the creation and organizational structure of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in Miami-Dade County. The legal basis for the necessity of PI in state and national organizations is discussed followed by the implementation of PI strategies. This section explains useful key elements for creating a successful PI program and the

application of PI in the MPO's general outreach strategies, special projects, and required major planning documents. It then concludes with the evaluation methodology section, an explanation of PI processes and evaluations for the major planning documents, specific projects, and studies conducted by the MPO.

PIP activities are evaluated utilizing the concepts of the Public Involvement Effectiveness Evaluation Program (PIEEP) developed by the MPO as recommended by the State. To assess existing and future PI activities the MPO utilizes the following evaluation methods to better gauge the level of success of its public involvement outreach and ensure compliance with federal agency regulations.

c. General Outreach Evaluation

The revised PIP document incorporates tools to continuously monitor and evaluate general outreach activities. These tools are directed to measure the effectiveness of the PI strategies used for specific outreach activities and special events. Minimum standards are being established for each activity, and targets are listed in the revised MPO Public Involvement Plan. Each year the MPO will update the PI evaluation results using the General Outreach Evaluation Form. At the end of the each year's implementation period, the previous years' targets are recognized as minimum targets. The results are documented and reviewed, and then project plans are modified accordingly.

As required by federal regulations, aspects such as timely notification, early community involvement, document accessibility, coordination with other entities, accessibility to physical facilities, and openness of the process will be closely monitored for further improvement. The public involvement process is an on-going activity that requires innovative and creative ideas to reach the consensus of the community.

The dynamic nature of the evaluation process requires that the MPO constantly pursue innovative strategies that will engage the diverse citizenry of Miami-Dade County. The annual evaluation process identifies areas where improvement can be made that enable the MPO to eliminate participation barriers and incorporate minority and low-income populations in the transportation decision-making process.

d. Documentation

The newly created MPO Public Involvement Database (PID) tracks and stores all correspondence from the public. It contains an Agency List, a Citizen Request Section, and Outreach Events. The new MPO Database also has the ability to track language preference (English, Spanish, and Creole) and respond in the appropriate language. The Agency List consists of over 1,000 businesses and organizations that staff can draw from when organizing community outreach events. The Citizen Request Selection documents all citizens' contact with the MPO, including but not limited to, phone calls, emails, faxes, and comment cards. This section includes the citizen's contact information, method of contact, and their concern. Follow up

information to the concern is also recorded. This information can be queried and used to generate reports regarding the citizen's information if needed. The last function of the database is the record of outreach events. Each event that an MPO staff member attends is entered into this database. Each entry includes the event title, location, contact information, and a brief comment of the success of the event. This database serves as a form of documentation of MPO activities, is useful when planning and reflecting upon past outreach events.

Additionally, all public events and outreach activities are documented with general information, pictures and summary reports. The MPO Website is another tool that gives the MPO information regarding citizens searching for information, as well as those citizens that want to get involved in the process.

e. Title VI

Under Title VI, "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Miami-Dade County provides equal access and opportunity and does not discriminate in its delivery of programs or services. As previously mentioned, the MPO has employed a number of strategies to conduct outreach to the transportation traditionally underserved, and under represented populations.

Regarding transportation planning, the MPO uses the following tools for identifying communities within the metropolitan planning area: the US. Census data, tabulated and presented in GIS maps; the Department of Planning and Zoning's 14 Community Councils; the six (6) planning areas identified in the LRTP for purposes of analysis and evaluation of projects; and the Community Characteristics Project results for identifying and defining social, economic and geographic characteristics of an area.

The newly created Community Characteristics Project (CCP) is a tool which enables staff to identify and define the social, economic, and geographic characteristics of an area before public outreach is initiated. This tool will facilitate the efforts in conducting more effective outreach and will allow the identification of attitudes and issues facing our community. Public involvement strategies will then be modified according to community characteristics, such as literacy rates, income levels, cultural composition, and religious affiliation.

The CCP's information is available in GIS maps with different information layers, as needed. The development of the CCP was coordinated with the Florida Department of transportation (FDOT) to reflect consistency with the recently implemented Efficiency Transportation Decision-Making (ETDM).

During the development of the LRTP the needs of the community are evaluated, including for the minorities and low income population. The FSUTMS model

considers socio-economic data that addresses these factors within the neighborhood intrusion element. Projects may result from the LRTP to satisfy specific needs in these areas. Also, analyses are conducted to determine the impacts of the proposed projects for these communities. Additionally, the MPO has developed a Community Impact Assessment Study that incorporates GIS technology for identifying these sectors of the population and eventually obtains their input during the transportation planning process.

Due to the specific and unique characteristics of the Miami-Dade County area, and its large Haitian and Hispanic populations, language barriers can sometimes be very evident. The MPO has made significant efforts to outreach to minority newspapers, radio and television stations, as well as at minority community events, to inform and educate the public about the MPO and its responsibilities and how they can participate in the transportation planning process. The MPO publishes its Annual Newsletter (over 650,000 copies distributed in newspapers of general circulation) in English, Spanish and Creole. Beginning with the Winter 2004 "Transportation Voice", the MPO's quarterly newsletter, it will be published in English, Spanish, and Creole. These documents can also be transferred into an alternate format if requested by the County's ADA office. For material in alternate format, a sign language interpreter or other accommodations are coordinated with the Miami-Dade Office of Americans with Disabilities (ADA) compliance. We generally ask the public to contact the MPO at least five days in advance if this type of assistance is needed. All meetings are taped and available to anyone who requests a copy.

Public meeting locations are prioritized based on their transit and ADA accessibility. Typically, meetings are held in the Stephen P. Clark Center (Downtown Government Center) where transit is accessible as it interfaces with a Bus Terminal, Metrorail and Metromover stations. When meetings are held in remote locations, transit alternatives are always arranged in advance. All public meetings are held in ADA accessible facilities.

All CTAC and TARC meetings are held in the Stephen P. Clark building with transit accessibility right in the building while BPAC meetings are held two blocks from the South Miami Metrorail Station which is a hub for several local bus routes. All meetings are accessible according to the ADA criteria. Occasionally, meetings are held at other locations in the community, which are also transit and ADA accessible.

4. Intermodal Activities / Freight / STRAHNET

Major milestone LRTP public outreach efforts occur during the course of the development of the Long Range Transportation Plan to solicit public input to engage the participation of all members of the community including public transit providers and freight and goods movement private sectors. The Miami-Dade County Airport and Seaport are each represented on the standing Transportation Planning Council and the Transportation Plan Technical Advisory Committees, and as such are invited to attend and participate on the TIP development Committee. Both entities work closely with their private sector partners and clients and their interests with respect to surface

transport and access/egress issues for these facilities.

The LRTP and the TIP both directly and indirectly include the traditional freight and goods movement component of intermodalism, as well as the people-relating-to transportation aspect, in terms of transit and alternative modes.

The Long Range Transportation Plan integrates Goals and Objectives that include evaluating a project in how well it addresses the movement of freight and goods. Transit improvements are specifically modeled and later independently studied based on projects initially included in the Long-Range Transportation Plan.

The TIP includes separate sections on Seaport and Airport projects, a section addressing transit's non-roadway capital investments, and includes projects that increase these facilities' accessibility with respect to cargo movements. Transit is extensively covered, with non-roadway capital needs as well as some operational needs. The UPWP includes freight and intermodal-oriented studies, and continues to fund a variety of new transit planning studies and initiatives as well as maintaining a number of ongoing, transit-oriented planning activities.

As previously mentioned, the MPO's Freight Transportation Advisory Committee is also being organized to get private sector representatives from the local aviation, maritime, rail, and local and OTR trucking and delivery freight transport communities more directly involved in the planning process.

On the transit side, the Long Range Plan integrates Goals and Objectives that include evaluating a project regarding how well it addresses the movement of people and whether alternative modes are provided as a means of relieving congestion and improving travel. Major intermodal passenger transfer facilities are directly addressed in the LRTP and major capital improvement projects are specifically noted and modeled in LRTP updates. Many transit intermodal facilities are modeled and independently studied in depth based on projects initially included in the Long-Range Transportation Plan. These include the Miami Intermodal Center (MIC), and the Golden Glades Intermodal Center.

The UPWP periodically funds specific planning studies addressing passenger intermodal projects; among those completed in the past are those dealing with the MIC, the Golden Glades Intermodal Center, and intermodal passenger transfer centers in central Miami Beach and Downtown Miami.

In particular, the MIC is a project of national significance, widely recognized for its proactive, cooperative, innovative, and visionary planning process. Parts of this complex project are currently in the first phases of construction, others parts in design and still other portions are in final planning. When completed, it will provide a convenient multimodal point of entry and act as the primary non-automotive portal to Miami International Airport. The MIC will include interstate rail, commuter rail, urban rail, bus, taxi, shuttle, and auto access modes, facilitating passenger movements

between modes to provide high levels of regional connectivity.

Although major intermodal terminals and the linkages between and among them are already well-recognized by the freight and goods movement community, the need to preserve and enhance multimodal approaches to freight and goods movement in the future will be increasingly considered. As roadways become more congested, freight and goods movements in the form of greater numbers of, and possibly larger trucks will make motorists feel even more threatened by trucks. This is an area the MPO has recognized as needing particular attention.

The Miami-Dade MPO has conducted several freight movement studies, including: the Freight Movement Study, the Short-Range Truck Traffic Study for the Airport West Area, and the Port of Miami City Street Improvements Study. One of the recommendations from the first study was to introduce a procedure for the forecasting of trucks in the Miami-Dade urban area travel demand estimating model.

For the LRTP Update to the Year 2030, the MPO has upgraded the forecasting tools it uses to project future year demands. The model has now incorporated a truck forecasting capability, which will assist the MPO in identifying future surface demands for freight and goods movements in Miami-Dade, and in appropriately planning for them to the extent possible in the complex social and economic environment of the County.

The Strategic Area Network (STRAHNET) is a special component of the National Highway System (NHS) involving military installations and the movement of military personnel and equipment. Although not directly participating in the process, local military installations are indeed accounted for in the overall Long Range Plan Update transportation planning process. There are two military installations in Miami-Dade County: the Homestead Air Reserve Base in Homestead, Florida, approximately 25 miles southwest of Downtown Miami, and the Southern Command Headquarters, located in the Doral/Airport West area, a few miles west of MIA. The Reserve Air Base is located in the midst of mostly rural areas, and its level of activity and impact is relatively minor. However, the Southern Command HQ is affecting the Doral/AW area as an employment hub, and its impacts are forecast as it is incorporated into the MPO's FSUTMS travel model.

5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian

a. Transit / Transportation Disadvantaged

The MPO assists Miami-Dade Transit (MDT), the Community Transportation Coordinator for the Miami-Dade area, in the development of the Transit Development Plan (TDP). The TDP is a 5-year plan that contains a list of perceived/needed transit improvements, recommendations to meet those needs, and strategies to implement the recommendations, based on availability of resources. The MPO is involved in the TDP development process through the CTAC, TPTAC, TPC, and the Transportation Disadvantaged Local Coordinating Board. The MPO Governing Board approves the

TDP. The MPO also provides staff for supporting the Transportation Disadvantaged Local Coordinating Board (TDLC), an advisory committee to the MPO. The TDLC ensures availability of transportation services for the transportation disadvantaged through a coordinated system.

The MPO, in conjunction with MDT, also performs a Transit Quality and Level of Service (TQLOS) every three years to coincide during the year of the LRTP update. The TQLOS results later feed into the TDP's system evaluation process.

Additionally, the MPO assists many municipalities with planning activities related to transit circulator service through funding and technical reviews. The interest among municipalities for such services has greatly increased in recent years, especially since the passage of the transportation surtax which distributes 20% of the sales tax proceeds among the municipalities (a portion of that allocation is required for transit related usages). Transit performance data have been historically provided to the MPO to support the development of the Transportation Improvement Program, Long Range Transportation Plan and other MPO studies.

Outreach efforts related to transit and transportation disadvantaged persons are conducted to ensure that a wide range of elderly persons and persons with disabilities have the opportunity to participate in the transportation planning process. Regular public meetings and countywide summits are conducted to receive input from transportation disadvantaged customers including persons with disabilities, such as the: Elderly and Disabled Sub-committee of the CTAC; Commission on Disabilities Issues (CODI); Transportation Communications Working Group (TCWG); and Special Transportation Service Rider's Advisory Group (STS RAG).

As a result of the efforts from the MPO and Miami-Dade Transit (MDT) on the Welfare-to-Work initiative, MDT has an agreement with South Florida Work Force (SFWF) to purchase Metropasses at a discount price for their participants. They have also extended routes and hours of operation, and created various shuttle and specific bus services, due to this collaboration.

b. Bicycle and Pedestrian

Bicycle and Pedestrian Program of the MPO has four main elements:

- **Education** of all roadway users on safe and proper behaviors in traffic, including training school-age children on safe bicycle and pedestrian behavior;
- **Encouragement** for people to ride their bicycles or walk instead of, or in addition to driving;
- **Enforcement** of traffic laws for all roadway users and crime prevention to increase personal safety for people who choose to ride their bicycle or walk; and

- **Engineering** of suitable bicycle paths and sidewalks along with comfortable pedestrian environments.

The MPO has a full-time Bicycle/Pedestrian Coordinator and an assistant that have responsibility for implementing the Bicycle and Pedestrian program and for providing staff support to the Bicycle/Pedestrian Advisory Committee (BPAC); managing the Transportation Enhancements Program and bicycle/pedestrian planning studies funded through the UPWP; preparing the non-motorized transportation section of the Long Range Transportation Plan and TIP; distributing information on bicycling and walking upon request by mail, via the Bike/Pedestrian Kiosk, through presentations and involvement in community safety teams; and managing the bike locker rental program for Miami-Dade Transit and helping to promote their Bike & Ride program.

The MPO adopted a bicycle facilities plan in 1995. The Plan was last updated in 1997. The bicycle facilities plan was developed based on safety improvements, links to existing facilities, and service to major trip destinations, inclusion in projects funded in the TIP and Long Range Transportation Plan (LRTP), and the condition of each roadway for bicycling. The projects in the non-motorized element of the 2025 LRTP were identified based on the demand for bicycling and walking (from a latent demand model), the quality of roads for bicycling (from the Bicycle LOS model), the quality of roads for walking (from the Pedestrian LOS model), pedestrian crash locations, and the locations of schools. The 2025 Long Range Transportation Plan included a non-motorized element that lists on-road bicycle, pedestrian and greenway projects. The LRTP's funding plan budgets 1.5% of the MPO's surface transportation funds for the projects in the non-motorized element.

Since 2000, the Bicycle/Pedestrian Program has worked with the University of Florida to map the locations of pedestrian and bicycle crashes into a GIS system as a resource for the development and evaluation of safety programs. This information has guided the development and implementation of pedestrian safety education, engineering and enforcement efforts. The draft 2005 UPWP includes a project to analyze bicycle crashes in a similar way and to develop appropriate safety countermeasures based on the types and locations of crashes. The MPO is also participating in two national initiatives related to pedestrian safety: The National Highway Transportation Safety Administration's (NHTSA) "Pedestrian Safety Demonstration Program for a Large City Jurisdiction" and FHWA's "Pedestrian Safety Engineering and ITS-Based Countermeasures Program." Both projects are supported by the MPO's pedestrian crash data GIS system.

The majority of the Federally funded bicycle and pedestrian projects are prioritized through the Transportation Enhancement Program. Applications are solicited from local governments and other groups, and reviewed by a selection committee against a set of criteria that were approved by the MPO Board. The CTAC, BPAC, and the TARC provide input into the process.

The MPO is involved in many different public involvement activities regarding bicycle and pedestrian issues. These efforts include: participating in the Safe-ways-to-

schools and Walk-our-kids-to-school programs; providing information at the Bicycle and Pedestrian kiosk at the Miami-Dade County Government Center; and disseminating maps and other safety brochures via e-mail, the internet, and the MPO website.

Maps are available on biking and walking facilities, brochures on safety, bike/transit integration, and law enforcement. Most material is sent out in response to requests from the public. However, maps and brochures are also picked up from the Bike/Pedestrian Kiosk at the Government Center Metrorail Station, and material is distributed in bulk to other agencies for distribution including Miami-Dade Public Schools, local police departments, and elderly centers. Most of the bicycle/pedestrian safety material is in an English-Spanish format. The MPO has also developed a pedestrian safety brochure in Haitian Creole.

6. Air Quality and Environmental Considerations

Miami-Dade County MPO is a “maintenance area” for the one-hour standard for ozone. As the designated agency for air quality planning for Miami-Dade County, the MPO participates in the Inter-MPO Air Quality Technical Committee meetings to address current issues related to the South Florida Airshed, and to ensure consistency between emission budgets and conformity analyses. The Southeast Florida Inter-MPO Air Quality Technical Committee, established in 1993, is the forum for interagency consultation for the Southeast Florida Airshed comprised of Broward, Palm Beach and Miami-Dade Counties. Quarterly meeting dates agreed in advanced by parties for following year – teleconferencing capabilities available to ensure participation by federal agencies in Tallahassee and Atlanta. The MPO normally conducts interagency consultation meetings with local, state, and federal agencies on air quality issues by teleconference to assure participation without distance constraints. Partnership consultation to request input on air quality exempt projects is conducted by means of electronic mail.

The Miami-Dade MPO is also a member of and actively participates as part of the Southeast Air Outreach Coalition (SEACO) promoting air quality issues, public involvement and outreach on air quality issues. Also, the MPO initiated a Vanpool Program which currently manages to promote mobility options, combat congestion and provide alternative modal opportunities in the area.

The MPO is currently working with FDOT District 6 in developing a working framework for Efficient Transportation Decision Making Process (ETDM). MPO and FDOT have agreed to work with ETDM consultant team in advancing ETDM issues. ETDM is a state-supported process that addresses the issue of environmental streamlining by inviting national, state and local environmental and transportation related entities to review and provide comments about projects early in the planning and development processes to help determine what the impacts and the requirements might be; what, if any mitigation will be needed; and whether there is any fatal flaw which would stop the project.

The ultimate sources of the up-to-date environmental inventories are usually the

Florida Department of Environmental Protection (FDEP) and other state agencies such as the Water Management Districts. In fact, FDOT is preparing links to state inventories for EDTM. In the case of a county as large as Miami-Dade, responsibility for some permitting and (therefore data inventories) such as that for wetlands, and dredging and filling, etc. is delegated to the County's proactive Department of Environmental Resources Management (DERM).

In preparing the county's Future Land Use Plan, noise is one of the factors considered in creating the pattern of land use development. Local government also promotes noise compatible land use when it performs environmental assessments for community development block grant projects. Noise levels in neighborhoods near the airports must be below a certain threshold to allow residential development. Currently, the 22-mile I-95 noise abatement walls are being completed. The Turnpike Golden Glades Toll plaza reconstruction and noise mitigation are currently under discussion.

a. Conformity Determination Report

By joint approval of the 2004 State Transportation Improvement Program (STIP) by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and a finding of conformity by the same agencies the current 2025 LRTP and its subset, the 2004 TIP, are conforming to the appropriate air quality regulations. MPO resolution #40-01 approved the Air Quality Conformity Determination report for the LRTP 2025 and the FY 2002-06 TIP on December 6, 2001. FHWA found these documents in conformity on March 14, 2002.

b. Congestion Mitigation and Air Quality Projects

The MPO appears to have a variety of different types of Congestion Mitigation and Air Quality (CMAQ) projects. They include: the South Dade Busway Phase 1: (Dadeland South to SW 112th Avenue); the SUNPASS electronic toll collection transponder program; the I-95 Intelligent Corridor System' and the Miami-Beach electric bus system "Electrowave".

Projects under development include: the Metrorail extension from north terminus at the Okechchobee Station to the Palmetto Expressway; South Dade Busway Phase 2 (SW 112th Avenue to SW 344th Street); the South Florida Vanpool Program; the Advanced Traffic Management Systems (ATMS)- Traffic Control Center.

7. Congestion Management System

A Congestion Management System is defined in the Management and Monitoring Final Rule (23 CFR 500) as "a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance mobility of persons and goods". In Florida, the CMS was renamed as the Mobility Management Process (MMP). The Miami-Dade MMP/CMS was completed in 1996 and approved by the MPO Governing Board on July 11, 1996. The CMS, and

the congested corridors identified within it are re-examined for every update of the Long Range Transportation Plan (LRTP). The Update of the CMS is currently underway and as part of the scope of work, the existing congested corridors will be reviewed and analysis conducted for additional congested corridors and their potential inclusion in the CMS. This study should be completed by September 2004.

The CMS does not have a specific public involvement program. However, individual projects have their own public involvement activities, and the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) have extensive public participation activities throughout their development and adoption processes. Additionally, state projects are developed separate from the County and have their own public involvement programs in place. However, with the development of the CMS Update, efforts will be introduced to incorporate outreach strategies to involve citizens during this update.

The current measures of congestion used in the CMS for highways are:

System-wide: Level Of Service (LOS) calculated using Volume to Capacity Ratio (V/C); and Relative Congestion Ratio (RCR) $RCR = (\text{Existing V/C Ratio}) / (\text{Maximum V/C Ratio allowed})$.

Corridor: Intersection LOS; Corridor LOS; Travel Speed; and Travel Time.

The current measures of congestion used in the CMS for transit are: Load Factor (% of seats filled); Headway (maximum 20 minutes); Travel Time; and Travel Speed.

The current measures of congestion for bicycle and pedestrians are: the availability of facilities along the congestion corridors are used to comply with the CMS. These measures of congestion are going to be re-evaluated and they may change during the development of the CMS Update.

All single occupancy vehicle (SOV) projects coming from the LRTP have to go through the transportation planning process that includes the criteria established in the CMS to identify congested corridors and projects. Therefore, SOV projects come from the CMS.

A wide variety of strategies are used to relieve congestion besides lane additions. These strategies come from a wide range of techniques and methods representing several categories, such as Travel Demand Management, Congestion Pricing, Intelligent Transportation Systems, and Traffic and Transit Operational Improvement. Some of the countywide improvements considered to alleviate traffic congestion include:

- SR 826: Establishment of HOV lanes and interchange improvements.
- SR 836: Improvement to the toll plaza and addition of Sun Pass lanes.
- I-95: ITS applications, ramp metering and reversible lanes.
- US 1: Extension of the bus way to Homestead and adding transit service.
- SR 112: Intersection to connect this expressway with the MIC and the SR 836.

Increase of transit services (bus & rail) with the approval of the half-cent sales tax for transportation (countywide)

Other short-term transportation demand management (TDM) strategies implemented are:

The South Florida Commuter Services continues implementing TDM programs within the county.

The Miami Beach ELECTROWAVE continues providing service in the South Beach area.

Downtown Brickell Shuttle continues in operation.

With the approval of the half-cent sales tax, several shuttle services have been implemented.

The Bicycle/Pedestrian Program, as well as the Bicycle/Bus/Rail Program continues increasing users.

The Miami Beach Transportation Management Association (MBTMA), the Downtown Transportation Management Initiatives (DTTMI) and the Airport West Transportation Management Initiatives (AWTMI) continue in operation.

A jitney pilot project is being considered to supplement MDT service in the municipality of Hialeah.

Other Long-term transportation demand management (TDM) strategies implemented are:

Advanced Traffic Monitoring System (ATMS): Development of the traffic control center to operate and maintain over 2,000 traffic lights within the county.

High Occupancy Vehicle Lanes: I-95 and SR 826.

Implementation of ITS components such as ramp metering, truck ramps and HOT lanes are being considered for I-95.

Considerations are being given to the establishment of a waterway transportation system.

8. Intelligent Transportation Systems

Current Intelligent Transportation Systems (ITS) efforts are centered on regional service through Sun Guide partnership for advanced traveler information and the use of 511. A new regional forum to strengthen coordination of deployments and operations was initiated by FDOT through the South Florida ITS Coalition. Electronic Toll Collection is a major ITS effort pursued by the Miami Dade Expressway Authority and the Turnpike.

On October 2, 1998, U.S. DOT released the "Interim Guidance on Conformity with the National ITS Architecture and Standards." The Interim Guidance was developed to begin implementation of TEA-21 Section 5206(e) that requires that all ITS projects using funds from the Highway Trust Fund (including the Mass Transit Account)

conform to the National ITS Architecture and standards. The Interim Guidance urged the development of regional architectures in metropolitan areas to help coordinate the various ITS activities.

The MPO uses the same regional ITS architecture that FDOT does, known as the Southeast Florida ITS Architecture. ITS activities are coordinated with Broward and Palm Beach County MPOs through the South Florida Regional ITS Coalition for which FDOT District 6 is the lead agency and also through the Miami-Dade ITS Standing Committee led by the MPO. The ITS System Plan for Miami-Dade County identifies all ITS projects. ITS project deployment is capital intensive in its construction phase and becomes maintenance oriented in its subsequent operation.

Other projects under development, but not yet deployed are: State Road 826 (Palmetto Expressway) from N.W. 154th Street to Golden Glades Interchange, Florida Keys (Southern end of Monroe County to Florida City), State Road 836 Express Integrated ATMS, State Road 112/I-95 N.W. 11th Avenue to Alton Road (S.R. 907); State Road 93/I-75 (S.R. 826 to County Line); and Sun Guide Total Integration Phase.

ITS technology has also been implemented in the following areas: Golden Glades Interchange; I-95 Intelligent Corridor System. An Interim Operations Center (IOC) was built at the District VI facilities to accommodate incident management facilities.

F. Travel Demand Forecasting / Land Use

The Miami-Dade MPO uses the traditional four-step travel demand forecasting model. The model that the MPO uses is called the Florida Standard Urban Transportation Modeling Structure (FSUTMS), a package that was built around TRANPLAN modules. In the Year 2025 LRTP Update, the MPO employed a lifestyle trip generation module. The module will look at variables such as number of school-age children per household, number of retirees per household, and number of workers per household. By incorporating lifestyle characteristics, the change provides a better forecast of trip generation.

The MPO has also relied heavily on the Southeast Florida Regional Travel Survey for trip origin-destination reports, as well as for other characteristics of regional travel patterns.

For the 2030 LRTP, the modeling effort will be similar to the 2025 LRTP Update. The MPO is migrating toward the use of TRANSCAD, but during the transitioning stages, is using a parallel model, TRANPLAN. The lifestyle model is similar to the last LRTP update, with planning assumptions being updated to include the People's Transportation Plan and the Strategic Intermodal Plan.

The MPO continues to coordinate with the Miami-Dade County Planning and Zoning Department to ensure that the LRTP is in compliance with the local Comprehensive Development Master Plan. During the LRTP process, there are specific evaluation criteria for assessing the land use impacts of transportation projects and proposals.

Examples of the criteria include: contribution to urban sprawl, opportunities for in-fill development, and advancement of the “Eastward Ho” effort - an initiative to increase densities and in-fill development in Broward, Palm Beach, and Dade Counties.

G. Findings

The following section summarizes the overall findings and recommendations for further action that are included in this certification review report. The findings, described as recommendations and noteworthy practices included in the report, are intended to not only help ensure continuing regulatory compliance of the Miami-Dade County transportation planning process with federal planning requirements, but to improve the transportation planning program and process in the Miami-Dade area.

The review has shown that the Miami-Dade County MPO has made significant improvements to its transportation planning process in many areas since the last certification review. The MPO has instituted a number of noteworthy practices that indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs. The review also indicated no need for corrective actions. However, a number of recommendations have been identified that the MPO should consider.

Based on the review, the FHWA and FTA Review team have determined that the metropolitan transportation planning process for the Miami-Dade MPO is to be certified as meeting the requirements of 23 USC 134 and 23 CFR 450.334 (d). In addition, since Miami-Dade County is a maintenance area for transportation related pollutants, the FHWA and FTA have determined that the MPO has an adequate process to ensure conformity in accordance with procedures contained in 40 CFR, part 51.

The result of this review is that FHWA and FTA jointly certify the transportation planning process for the Miami-Dade County MPO. This FHWA/FTA certification will remain in effect until **May 24, 2007**.

Noteworthy Practices

1. Regional Coordination: The MPO is commended for their past, present and future anticipated work efforts related to regional coordination in various activities with the Broward and Palm Beach County MPOs, FDOT Districts 4 and 6, South Florida Regional Transportation Authority, Treasure Coast and South Florida Regional Planning Councils, etc. Early coordination efforts in regional Transit planning and Air Quality have laid the foundation for more coordination in the Miami Urbanized Area, that, as a result of the 2000 census, now comprises the whole Southeast Florida Region including Palm Beach, Broward and Miami-Dade Counties. Regional Coordination and associated activities are discussed more fully in the Regional Coordination section of this document.

2. Freight: The MPO is commended for their efforts to consider and incorporate freight issues into the planning process. The Freight Transportation Advisory Committee (FTAC), established as a formal committee of the MPO to represent Miami-Dade's economically vital freight movement industry with the MPO process, will support this continued effort.
3. Interactive TIP: The MPO is recognized for their efforts to continually improve the user-friendliness of the TIP, by developing an interactive TIP, with the ability to provide pictures, maps, and project descriptions, information by category and mode, reporting capabilities, and storage of multiple-year TIPs for historical analysis.
4. Socio-Cultural Effects: The MPO is commended for their extensive work relating to socio-economic data for the area. As part of Sociocultural Effects, the Community Characteristics Program (CCP) tool has been created which enables the MPO to review the social, economic, and geographic characteristics of an area before PI outreach is initiated. This work will be utilized in the ETDM process and in identifying the locations of specific population groups to aid in more effective PI and address Title VI issues.
5. Public Involvement: The MPO should also be recognized for their continuing efforts to improve their Public Involvement Program. The program encompasses an immense variety of tools and techniques for promoting the public's participation in the planning process, and the MPO's Public Involvement Plan strives to continue the improvement as well. The variety of publications, studies and initiatives the PI section has undertaken within the last year as been tremendous.
4. Website: The MPO is commended for the expansive information that is made available through their website, and its continued effort to improve the site. This continual improvement capability is facilitated by the fact that the website is maintained by in-house staff, so changes are made easily and more frequently. The MPO Website itself www.miamidade.gov/mpo is an extremely comprehensive site for all information on the MPO. It includes all major documents: the TIP, the citizen's TIP, the LRTP, the UPWP, and many reports, which may be downloaded directly from the site. Agendas and minutes of the MPO and its Committees may be accessed through this site.
5. Documentation: The MPO is commended for their preparedness in providing comprehensive and extensive documentation on their activities and projects as part of the certification process. The documents were well presented and indexed such that information was easy to locate and follow. The presentations during the site visit were concise and well prepared. This prior planning enabled the review to flow smoothly and efficiently within a short timeframe.

Corrective Actions

There are no corrective actions.

Recommendations

1. Amendment Authority: If the MPO Director has been given the authority by the MPO Board to approve TIP and STIP Amendments, and/or other administrative actions on their behalf, an approved resolution or agreement to that effect should be provided to FHWA/FTA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.
2. Transportation Improvement Program / Air Quality: The MPO should continue its efforts to refine project descriptions in the TIP to show clearer project locations, number of existing lanes, number of lanes for improvement, etc., making it easy to review for conformity determination. The development and the continual refinement of the Interactive TIP should help address these issues. The MPO is encouraged to continue interagency consultation efforts early on to determine exempt projects to avoid delays in the conformity process. As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis. FHWA/FTA should be also notified as soon as draft TIPs and CDRs are ready for public availability to provide adequate time for their review.
3. Congestion Management System: The MPO should continue its efforts to review update, and improve their Mobility Management System (MMS) / Congestion Management System (CMS) as part of the 2030 LRTP.
4. Intelligent Transportation Systems: The MPO needs to adopt the regional architecture through resolution or as part of the LRTP. This action is needed to be consistent with FDOT's guidance for implementing Rule 940 so that the MPO may continue to use federal funds for ITS projects after February 7, 2005.

Section V

Miami

Transportation Management Area Regional Coordination

V. MIAMI URBANIZED AREA REGIONAL COORDINATION

A. Background

Since 1990, the population in the South Florida area that includes Miami-Dade, Broward, and Palm Beach Counties has increased twenty-three (23) percent. Currently, the total population for the three counties is over 5 million. This region, known as the Miami Urbanized Area, is the fifth largest urbanized area (Metropolitan Statistical Area) in the United States.

The Year 2000 Census designated the Broward, Miami-Dade, and Palm Beach MPO areas as one urbanized area, the Miami Urbanized Area. The designation of one urbanized area encompassing this entire area will offer additional opportunities and challenges for the three MPO's (Miami-Dade, Palm Beach, and Broward), two FDOT districts (Four and Six), two regional planning councils (Treasure Coast and South Florida), and multiple local agencies to coordinate the planning for people and goods movement in the region. Regional projects are those that are considered to enhance the inter-county connectivity of this tri-county area. This single designation for the former three areas has helped to emphasize their past and present regional focus, and suggests closer coordination and planning for regional transportation challenges in the future. The issue of a potential single unified MPO has been discussed and addressed by the respective MPO's. All have agreed to support the existing MPO structure with added emphasis on regional transportation planning matters.

Prior to this consolidation into one urbanized area, the entities cited above had already established a foundation for regional transportation planning efforts, particularly in the areas of transit and air quality. In 1997, on their own accord, the three southeast Florida counties (Broward, Palm Beach and Miami-Dade) and their respective MPOs, Tri-County Rail Authority (TCRA), and FDOT established the South Florida Regional Transportation Organization (RTO) to foster coordination and cooperation among the transportation planning partners in the tri-county area, and to help solve the region's transportation problems. Each MPO contributes a portion of their funding to the RTO.

The Regional Transportation Organization held its first organizational meeting on March 13, 1998, and have worked together since that time to:

- Implement Smart Cards to purchase transportation services throughout the region;
- Create a Consumer Information Network to interface customer services in the tri-Counties;
- Help with funding and staffing needs of the RTO; and
- Successfully lobby for legislation to create the South Florida Regional Transportation Authority (SFRTA);

B. South Florida Regional Transportation Authority

Governor Jeb Bush signed the South Florida Regional Transportation Authority into law on June 20, 2003. In August 2003, state statutes creating the South Florida Regional Transportation Authority (SFRTA) went into effect. The RTA has assumed the roles and responsibilities of the RTO and TCRA expanded efforts to provide regional transportation services. A Planning Technical Advisory Committee was created to provide input and recommendations to the Board. Another organization involved with the entities previously mentioned in regional transportation planning efforts is a group comprised of the region's key business leaders, known as the Regional Business Alliance. This group spearheaded the initiative to pass the enacting legislation for the SFRTA.

With the creation of the SFRTA, the region moves one step closer to the development of a regional, multi-modal, transportation system that will help alleviate road congestion and give residents and visitors the ability to move easily throughout Miami-Dade, Broward and Palm Beach Counties. The MPOs are working with the RTA to coordinate long range and short term planning activities and work jointly on legislation and policy initiatives. MPO members also serve on the South Florida Regional Transportation Authority (SFRTA) Board.

The MPOs are represented in various sub-committees under the SFRTA Boards. These committees are engaged in the development and review of relevant plans and studies. For example, the SFRTA has formally created the Planning Technical Advisory Committee (PTAC) in which the staff members of the Miami-Dade, Broward and Palm Beach MPO's are actively participating. The purpose of the PTAC is to provide technical recommendations to the SFRTA Board on land use and regional transportation issues, including but not limited to developing a process for prioritization of transportation projects, for short and long range plans. MPO staff are also represented on the ADA Advisory Committee.

The South Florida Regional Planning Council is the entity that addresses regional land use issues including assessment of community impacts of regional projects. The SFRTA has noted the importance of the inter-connection between transportation and land use decisions, and as such has included representatives of the South Florida and Treasure Coast Regional Planning Council's (RPC) in its Planning Technical Advisory Committee, and has recently discussed SFRTA having a seat on the RPC Board's advisory committee.

C. Long Range Planning

The tri-County MPOs, transportation agencies, FDOT, and planners are in the process of developing a "regional" Long Range Transportation Plan (LRTP). A tri-County LRTP committee meets regularly to make recommendations to the three MPOs for establishing a definition of "regional," identifying corridors, projects, programs, etc. that meet the regional definition, and proposing priority ranking criteria.

The three MPOs are also working to create the South Florida MPO Coordinating Council. The purpose of the council will be to expand regional planning activities and provide a mechanism to develop regional transportation planning products.

Each of the MPOs are currently involved in the update of their respective Long Range Transportation Plans (LRTP) to 2030. The updates are scheduled to be completed by December 2004. Each MPOs' plan will be coordinated with the other two MPO plans to develop and include a common regional LRTP element.

D. Unified Planning Work Program

With the new designation of the Miami Urbanized Area in 2000, the MPOs' respective Unified Planning Work Programs (UPWPs) reflect more regional efforts, including initiating the joint development of a regional: 1) Long-range transportation plan which will serve as a basis for a tri-County transportation improvement program; 2) Project prioritization and selection processes, and 3) Public involvement plan, and the establishment of performance measures.

In developing the annual UPWP, the Palm Beach, Broward, and Miami-Dade work together to develop tasks that are regional. Coordinating UPWP items that are regional and/or appear in all three UPWPs (e.g. Tri-Rail, RTO efforts, Freight Studies, Air Quality Inter-MPO Committee coordination, etc.) related to regional planning activities are coordinated to ensure project descriptions, responsible agencies and funding are the same. Copies of each MPO's draft UPWP are provided to the other two MPOs within the tri-county area for review and comment. Some of these activities are coordinated through the RTA planning process.

The Broward, Palm Beach, and Miami-Dade County MPOs include regional coordination through a specific Regional Planning Task in their respective UPWPs. The task reflects regional activities including plans, programs, project lists, and public involvement. As time approaches for the next UPWP cycle, the tri-county MPOs and FDOT participate in a UPWP Kickoff meeting for Southeast Florida Regional Transportation Planning Efforts to assist all of the tri-county MPOs in identifying regional coordination activities prior to drafting each of the three UPWPs.

E. Public Involvement

The three MPOs each have their own Public Information Specialist with responsibility for implementing the Public Involvement Program for their respective MPO. They also coordinate with the Southeast Air Coalition for Outreach (SEACO), FDOT District and MPOs. The public involvement managers from each of the MPOs, called the Tri-County Public Involvement Management Team (PIMT), have decided to meet on a quarterly basis to discuss regional planning activities and to work together to share ideas and create strategies to reach out to South Florida's citizens. They are also

discussing the potential for developing regional Public Involvement Plan. To provide regional public outreach, the development of a regional newsletter is being discussed for distribution throughout the region.

F. Land Use

The two South Florida Regional Planning Councils, SFRTA, and the three MPOs are entering into an agreement funded by the MPOs to develop a land use strategy to support regional transportation investments. This encompasses mapping urban corridors, planned transportation investments, and regional planning initiatives. The goals include establishing and identifying critical connections for regional mobility and advocating for appropriate land uses to support change to these connections. Regional activities include but are not limited to:

- Change RPC boundaries districts
- SF Rail Corridor- plans to surface the parking at Sheraton hotel and the Residential Building Towers.
- Focusing dense development at transit stations Tri-Rail reconstruction
- Used the Miami Dade Transit program to promote transit development

The tri-County MPOs also participate in the ongoing development and application of the Southeast Regional Planning Model (SERPM). The SERPM is the common formalized multimodal planning thread among the three populous Gold Coast Counties of Palm Beach, Broward and Miami-Dade, and with Tri-Rail/RTA, and the Southeast Florida Standard Urban Transportation Model Structure (FSUTMS) Users Group, it is one of only three agencies or processes that encompass the SE Florida coastal megalopolis and deal with it as the regional entity it truly is. Miami-Dade and Broward are members of the South Florida Regional Planning Council (SFRPC), which coordinates the regional items interest of the two counties, while Palm Beach County is a member of the Treasure Coast RPC, which coordinates like items with its county neighbors to the north. Analogously, Florida DOT Districts are split along non-regional lines, with District 6 administering state transportation interests in Miami-Dade and Monroe (the Keys and much of ENP), and District 4 administering those of Broward, Palm Beach, Martin, St. Lucie and Indian River counties.

G. Air Quality

Issues regarding the status of air quality and the environment are also coordinated regionally. Broward, Miami-Dade, and Palm Beach Counties are part of the Southeast Florida airshed, which was initially designated as an ozone “moderate” non-attainment area under the one-hour ozone National Ambient Air Quality Standards (NAAQS), pursuant to the passage of the 1990 Clean Air Act Amendments. The Southeast Airshed consists of Miami-Dade, Broward, and Palm Beach counties.

To enhance inter-MPO coordination and ensure consultation among the three MPOs in the Southeast Florida Airshed, the Inter-MPO Technical Committee for Air Quality was established in 1993. Palm Beach MPO, along with Miami-Dade and Broward MPOs are participants in the South Florida Inter-MPO Air Quality Subcommittee. In addition to staff from the MPOs, the committee includes representatives from FDOT Districts 4 and 6, Florida Department of Environmental Protection, Palm Beach Health Department, Miami-Dade County Environmental Resources Management, Tri-Rail and South Florida Commuter Services. This structure ensures the appropriate coordination of plans and programs between the tri-County MPOs and the State. FHWA, FTA, the Environmental Protection Agency, and FDOT-Central Office have also participated in these meetings to communicate issues on conformity through the interagency consultation process during the development of Long Range Transportation Plans and Transportation Improvement Programs.

The air-shed memorandum of understanding was signed in 1995 and amended in 1998 to address regular environmental agencies activities. This MOU includes a variety of transportation and air quality partners. Other agreements for coordination aren't formally established but are in the process. As far as funding, each MPO has their own Air Quality budget, but have funds allocated for specific regional projects. Although the airshed was re-designated as a "maintenance area" in April 1995, each of the airshed's three MPOs continue to address transportation conformity throughout the development of their respective Long Range Transportation Plans and Transportation Improvement Programs.

The tri-Counties coordinate the Air Quality Planning Process for the Southeast Florida Airshed by establishing emission budgets and working together to meet the same. They have taken an instrumental role in developing and deploying Intelligent Transportation Systems (ITS) throughout the region and coordinate a number of planning activities including long-range transportation plans, transit analyses, freight and goods movement, regional modeling, and support two FDOT District offices on the FIHS and SIS matters

Miami-Dade, Broward and Palm Beach MPOs also actively participate as part of the Southeast Air Outreach Coalition (SEACO) promoting air quality issues, public involvement and outreach on air quality issues.

H. Intelligent Transportation Systems

Regional efforts for Intelligent Transportation Systems (ITS) projects have been ongoing for quite some time between the various regional transportation partners. Below are some of the current regional ITS activities:

Advanced Traveler Information System (ATIS)

This regional program is a public/private partnership between SmartRoutes, Inc., Miami-Dade, Palm Beach and Broward MPOs, the FDOT District 4 and 6 Offices and

the Florida Turnpike. The ATIS is a uniform, multi-modal, real-time traveler and traffic information for Broward, Dade and Palm Beach Counties. This project collects, compiles and provides real time travel information to motorists via phone, fax, web page, radio and TV. It also operates the 511 Dial System. The Memorandum of Understanding for the Advanced Traveler Information Systems (ATIS) was executed in December, 2000. Over twenty-one (21) different state and local agencies were involved in the agreement.

Advanced Public Transportation System (APTS) Master Plan

A partnership between Broward and Palm Beach MPOs that is being managed by the FDOT District 4 Office (through a consultant contract) that relates to ITS applications for Mass Transit services and an expansion of the traffic signal system that includes over 2100 locations.

Current ITS efforts are centered on regional service through Sunguide partnership for advanced traveler information and the use of 511. A new regional forum to strengthen coordination of deployments and operations was initiated by FDOT through the South Florida ITS Coalition. Electronic Toll Collection is a major ITS effort pursued by the Miami Dade Expressway Authority and the Turnpike.

The tri-county MPOs use the same regional ITS architecture supported by FDOT, known as the Southeast Florida ITS Architecture. ITS activities are coordinated with the three MPOs through the South Florida Regional ITS Coalition.

I. Transit / Multimodal Projects

The current regional activities underway are presented below:

Smart Cards

The implementation of a multipurpose, universal fare payment card that can be used to purchase transit services from various operators and goods and services (e.g. parking, tolls, and retail products) in the South Florida region.

Consumer Information Network

The interface between transit customer service operations and Commuter Services of Florida in the tri-Counties to provide real-time, region-wide information and transportation options for Tri-Rail and Broward, Dade, and Palm Beach Counties' transit system.

Transit Voucher Program

The program is looking to increase the use of South Florida's transit service through the adoption and promotion of a transit voucher program

Regional Transit Development Plan

The South Florida Regional Transportation Authority's (SFRTA) predecessor, the Regional Transportation Organization (RTO), developed a Regional Transit Development Plan based upon the approved TDP's (Transit Development Program) from the respective three counties and identified regional Transit projects.

Transit Analysis Study

The RTO followed up the Regional TDP effort above with the South Florida Transit Analysis Study, to examine regional transit needs, identify various short, medium and long range projects, and examine the feasibility of expanding the fixed guideway system and other transit options in Broward, Miami-Dade, and Palm Beach counties;

Transit Technologies Workshop

This half-day meeting, sponsored by the Tri-Counties in the spring of 2003, provided information on the types of transit available, the costs for constructing and operating them, and explained why some technologies are more appropriate in certain areas than others.

The South Florida Vanpool Program

This program began in 1998. Broward and Miami-Dade MPOs are actively participating in the program by providing funds. Palm Beach MPO will also join the program in April 2004. The program has 75 active groups between Miami-Dade and Broward Counties. With the inclusion of Palm Beach County, the Vanpool Program becomes another alternative for alleviating traffic congestion in the region.

North Corridor Metrorail Extension

A proposed 9.5 mile extension of the Metrorail system from the Martin Luther King Jr. Station in Miami-Dade County north to the Broward County line along NW 27 Avenue.

Northeast (FEC) Corridor

A proposed rapid transit improvement from Downtown Miami to the City of Aventura with possible extensions into Broward County.

Transit "Bridge" Study

Transit "Bridge" Bus Rapid Transit Improvement - A proposed Bus Rapid Transit facility operating from I-595 in Broward County to the Golden Glades Intermodal Center and NW 27th Avenue primarily along U.S. 441 in Miami-Dade County.

Golden Glades Multimodal Transportation Facility

The project is currently in the study phase. The facility is planned to serve as an intermodal facility for northern Miami-Dade County, in which users can easily transfer between modes such as commuter rail, bus, and single and multiple-occupant vehicles. This study is examining premium transit options to connect Miami-Dade County's North Corridor to Broward's Central Corridor, both identified as priority transit corridors in their respective long range plans.

I-75 Master Plan

A proposed set of multi-modal improvements from I-595 in Broward to SR 826 (Palmetto Expressway) in Miami-Dade County.

I-95 Improvements

A proposed set of highway operational improvements intended to enhance mobility on the facility. It identifies the expansion of the existing HOV lanes to include a two-lane reversible HOV roadway with the potential for value pricing.

The tri-Counties are also collaborating with FDOT to fund and construct short-range transit improvements on State Road 7 and resolve project alignment and public concerns in extending University Drive into Palm Beach County, and provide feeder services to Tri-Rail. In addition, the MPOs have been coordinating with the FDOT District 4 and Turnpike offices for the development of separate interchange ramps on the Turnpike for users who pay the tolls with SUNPASS, a electronic toll collection system.

J. Regional Coordination Meeting

A regional coordination meeting was held on February 26, 2004 at the Florida Department of Transportation (FDOT) District 4 Office in Fort Lauderdale, Florida. This meeting was held in conjunction with the FHWA/FTA Certification Site Review for the Miami Urbanized Area, which includes the Broward, Miami-Dade, and Palm Beach Counties, and their respective Metropolitan Planning Organizations. The meeting participants are listed as **Appendix M**. The agenda for the meeting is included in **Appendix N**.

Meeting Highlights: The federal review team was provided a summary of the regional coordination efforts that are underway for the Miami Urbanized Area. These various programs, plans, and projects have been highlighted above.

Discussion ensued about the regional tasks ahead, including the development of a regional Long Range Transportation Plan (LRTP), Public Involvement Plan, Transportation Improvement Program, regional project priorities and performance measures.

One challenge being addressed by this regional group is to develop a definition of “regional” as it pertains to this area. It was also mentioned that due to the nature of the area and its limited north-south movements, that east-west projects may also serve regional functions, but the difficulty would be in funding those types of projects on a regional level. Another issue to be considered in the “regional” definition would be how the Strategic Intermodal System fits within the regional network.

The group is also discussing the possibility of conducting multiple, regional LRTP meetings using one advertisement, kicking off a “three counties-one solution” type of campaign for the public involvement component for the regional LRTP development process. Efforts are also underway to enlist consultant assistance for background research and the development of regional performance measures. The tasks discussed in this meeting summary will be the focus of this regional group’s meetings and activities for the near and somewhat distant future.

Section VI

Appendices

APPENDIX A

Palm Beach MPO Site Visit Participants February 3-5, 2004

Federal Highway Administration

Lee Ann Jacobs
Cathy Kendall
Tamara N. Christion, PDP

Federal Transit Administration

Elizabeth Martin

Florida Department of Transportation, District 4

Nancy Ziegler
Larry Hymowitz
Larry Merritt
Lloyd Robinson
Beatriz Caicedo
Shi-Chiang Li
Jeff Weidner
John Krane
Edith Waters
Gregor Senger

Palm Beach MPO

Randy Whitfield
Pat Masterman

Palm Tran

Fred Stubbs

Tri-Rail

Ella Gilbert
Loraine Cargill
Marie Jarman

Florida Department of Environmental Protection

Bruce Offord

Florida Department of Health

Selva Selvendran

APPENDIX B

Palm Beach MPO Certification Review

Agenda

Tuesday, February 3, 2004

Meeting Location:

Palm Beach Metropolitan Planning Organization (MPO)
160 Australian Avenue,
Third Floor Conference Room
West Palm Beach, Florida 33406

<u>Time</u>	<u>Item</u>	<u>Participants</u> ★
9:00 a.m.	Welcome / Introductions Purpose of the Certification Process Review schedule and close-out process	Federal Review Team, MPO, Palm Tran, Tri-Rail, and FDOT
9:15 a.m.	Overview of the Palm Beach Metropolitan Planning Organization and Transportation Planning Process; Opportunity to Share "Best Practices," "Lessons Learned" and Future Needs	MPO, Palm Tran, FDOT, Tri-Rail and Federal Review Team
10:00 a.m.	Break	
10:15 a.m.	Discussion of Previous Review Findings	Federal Review Team, MPO, Palm Tran, Tri-Rail and FDOT
11:00 a.m.	Organization and Management of the Planning Process (MPO Structure) / Discuss the flow of input from subcommittees to the MPO and staff coordination with other agencies	MPO, Federal Review Team, Palm Tran, Tri-Rail and FDOT

Palm Beach MPO Certification Review

Agenda

Tuesday, February 3, 2004 (Cont'd.)

Meeting Location:

Palm Beach Metropolitan Planning Organization (MPO)
160 Australian Avenue
Third Floor Conference Room
West Palm Beach, Florida 33406

11:45 a.m.	Lunch	
1:00 p.m.	Major Regional Issues and Priority Planning Activities	MPO , Federal Review Team, FDOT, Tri-Rail and Palm Tran
1:30 p.m.	Discussion of the following topics: <ul style="list-style-type: none">• TEA-21 Planning Factors/Planning Emphasis Areas• Travel Demand Forecasting/Land Use• Long Range Transportation Plan• Intermodal Activities - Transit/ Bicycle-Pedestrian/ Freight Transportation• Disadvantaged/ Welfare-to-Work• Unified Planning Work Program	Federal Review Team , MPO, FDOT, Tri-Rail and Palm Tran
2:15 p.m.	Break	
2:30 p.m.	Continue Discussion of Topics (see above)	Federal Review Team , MPO, FDOT, Tri-Rail and Palm Tran
3:30 p.m.	Adjourn	

Palm Beach MPO Certification Review

Agenda

Wednesday, February 4, 2004

Meeting Location:

Palm Beach Metropolitan Planning Organization (MPO)
160 Australian Avenue
Third Floor Conference Room
West Palm Beach, Florida 33406

9:00 a.m.	Palm Beach Technical Coordinating Committee Meeting	
10:30 a.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Financial Planning • Transportation Improvement Program/Planning Studies • Public Involvement/Title VI • Congestion Management System • Intelligent Transportation Systems 	Federal Review Team, MPO, FDOT, Tri-Rail and Palm Tran
11:45 a.m.	Lunch	
1:00 p.m.	<ul style="list-style-type: none"> • Air Quality and Environment considerations / ETDM Continue Discussion of Topics (see above)	Federal Review Team, MPO, FDOT Tri-Rail and Palm Tran
2:00 p.m. 3:00 p.m.	Palm Beach Citizen Advisory Committee Meeting / Public Meeting Planning, Zoning & Building Department Inspector's Conference Room 130 Australian Avenue	Federal Review Team, Public, MPO, FDOT, Tri-Rail and Palm Tran
After Public meeting	Federal Team Discussion	Federal Review Team

Palm Beach MPO Certification Review

Agenda

Thursday, February 5, 2004

Meeting Location:

Palm Beach Metropolitan Planning Organization (MPO)
160 Australian Avenue, Ste 201
West Palm Beach, Florida 33406

9:00 a.m.	Comments from Public meeting Preliminary Findings	Federal Review Team MPO, Palm Tran, Tri-Rail and FDOT
10:30 a.m.	Adjourn	
		* Bold text indicates discussion lead

NOTE: Preliminary comments regarding regional coordination issues will be discussed with the Palm Beach, Broward, and Miami-Dade MPOs on February 26 in Ft. Lauderdale as the final portion of the TMA certification process for the entire Miami Urbanized Area.

APPENDIX C1

PALM BEACH METROPOLITAN PLANNING ORGANIZATION PUBLIC MEETING

The Palm Beach Metropolitan Planning Organization is responsible for long-range transportation planning to 2030 and short-range project programming for the coming five years for Palm Beach County. The MPO prepares its plans and programs in accordance with Federal and State laws, statutes and procedures. Every three years, the U.S. Department of Transportation reviews the MPO operations to ensure the various requirements are met. The review includes an opportunity for the public to tell USDOT what you think about the MPO and its programs at a public meeting.

Date: Wednesday, February 4, 2004
Time: 3:00 p.m.
Location: Planning, Zoning & Building Department
Inspector's Conference Room
130 Australian Avenue
West Palm Beach, Florida



You can mail your comments using the form on the MPO website at www.pbcgov.com/MPO, call for a comment form, email us at the address on the web, or contact the MPO at 160 Australian Avenue, Suite 201, West Palm Beach, Florida 33406. For any requests or more information, please contact us a 561.684.4170. If you need special accommodations to participate in the public meeting, please contact us by February 2.

APPENDIX C2

PALM BEACH ORGANIZACION DE PLANIFICACION METROPOLITANA AVISO DE ASAMBLEA PUBLICA

La Organización de Planificación Metropolitana de Palm Beach es responsable de la planificación de transportación a largo plazo hacia el año 2030 así como la de corto plazo para los próximos cinco años para el condado de Palm Beach. La MPO prepara sus planes y programas según las leyes, estatutos y procedimientos Federales y Estatales. Cada tres años, el Departamento de Transporte de los Estados Unidos revisa las operaciones de la Organización para asegurarse de que los varios requisitos son satisfechos. La revista incluye darle una oportunidad al pueblo, durante la asamblea, de decirle al Departamento de Transporte lo que piensa acerca de la Organización de Planificación Metropolitana y sus programas.

Fecha: Miércoles, 4 de Febrero de 2004
Hora: 3:00 p.m.
Lugar: Planning, Zoning & Building Department
Inspector's Conference Room
130 Australian Avenue
West Palm Beach, Florida



Usted puede enviar sus comentarios usando la planilla que aparece en la pagina del Web de la Organización en la siguiente direccion: www.pbcgov.com/MPO. llamando por telefono para pedir la planilla, enviandolos via email a la direccion del Web o poniendose en contacto con la Organización a la siguiente direccion: 160 Australian Avenue, Suite 201, West Palm Beach, FL 33406. Para cualquiera otra peticion o para mas informacion pueden llamarnos al telefono 561.684.4170. Si usted necesita acomodacion especial para poder participar en la asamblea publica, por favor pongase en contacto con la Organización el 2 de Febrero a mas tardar.

APPENDIX D

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

FEDERAL CERTIFICATION PROCESS

PUBLIC INVOLVEMENT MEETING

February 4, 2004 – 3:00 P.M.

SUMMARY MEETING MINUTES

The meeting was called to order at 3:05 P.M. by Lee Ann Jacobs, Federal Highway Administration (FHWA), Florida Division.

OTHERS PRESENT:

Randy M. Whitfield, P. E.	Palm Beach MPO
Patricia Masterman	Palm Beach MPO
Lloyd Robinson	FDOT, District IV
Chuck McGinness	Palm Beach Post
Paul Kalamaras	PBC Health Dept.
Patric McPoland	Citizen
Susan Stechnij	Maternal Child Family Health Alliance
Jean Matthews	PBC Parks & Recreation Dept.
Curtis E. Scott	Citizen
Chip Armstrong	OS Beach
Michael Mahoney	Dee's T-Shirts
Scot Leftwich	Leftwich Engineering Consultants
Marsha T. McCoy	Leftwich Engineering Consultants

MS. JACOBS welcomed those attending the meeting and informed them there were Comment Cards at the back of the room they could complete if they wished. It was also pointed out the Comment Cards could be taken, completed and mailed if the citizens wished.

MS. JACOBS introduced members of the Certification Review Team: Cathy Kendall, FHWA Florida Division, Tamara N. Christion, FHWA Illinois Division, PDP and Elizabeth Martin, Federal Transit Administration (FTA), Region IV. She gave an overview of the review being conducted jointly by the FHWA and FTA. She explained they are here to conduct a joint Federal Certification Review mandated by Federal law for each Transportation management Area (TMA). Also, in TMA's that are maintenance or non-attainment areas for air quality, they want to ensure that the transportation planning process includes conformity of plans and programs and is being conducted in accordance with 40 DFR part 51 for air quality. In the last Transportation Bill, TEA-21 added the requirement for a public involvement element to this Federal Review process.

She continued explaining that a Metropolitan Planning Organization (MPO) is the transportation organization that is responsible transportation decisions in planning for areas greater than 50,000 in population. In Palm Beach, the TMA is greater than 200,000.

The TMA must establish a 3-C (continuing, cooperative, and comprehensive) transportation planning process. It must consider three management systems for congestion, public transportation and intermodal management systems. The planning process must include the development of the Long Range Transportation Plan, Transportation Improvement Program and the Unified Planning Work Program. Other areas under consideration for review are: Title VI of the Civil Rights Act of 1964, the Clean Air Act, Americans with Disabilities Act of 1990 and the involvement of business enterprises in FHWA and FTA funded projects.

The reviews consist of three primary activities. A site visit includes discussions with the staffs representing the MPO, FDOT, Palm Tran, Tri-Rail and other area participating agencies, local elected officials, and the general public. A report will be prepared by the FHWA/FTA, which summarizes the review's findings, and issues the certification action. There is a close-out presentation of the review's findings at a future MPO Board meeting.

MS. JACOBS gave a history of the first review of the Palm Beach County TMA which was conducted on June 24-28, 1996; the second review was conducted on July 27-28, 1999, the third was conducted in May, 2002 and this is the fourth review. This review is focused on the recommendations and actions in the last Certification report in 2002.

She reviewed the questions the Team was interested in obtaining feedback from the public:

- Are you provided with the opportunity to participate in the transportation planning and programming process?
- Do you receive information about transportation issues early enough in the process so staff and the MPO can utilize your suggestions/recommendations?
- Do you have reasonable access to the technical and policy information that is used to develop the Long Range Transportation Plan and Transportation Improvement Plan?
- Do you receive adequate notice of transportation planning and programming activities?
- Do you have adequate time to comment on key decision points in the process?
- Do you feel your comments are being taken into consideration by staff and the MPO?
- What are the positive aspects of the transportation planning process?
- What suggestions do you have for improving the process?

MS. JACOBS opened the meeting for citizens to respond to the questions. She pointed out that on the Comment Card there was a place to mark if anyone would like to receive a copy of the final report of the Certification Review.

DR. PATRIC McPOLAND said he is a local physician and interested citizen. He received the meeting notice a week ago and it happened to be an afternoon off. He said he is interested in the local planning process. One issue he pointed out is that we live in a county with over one million people and there are very few people who are attending this meeting. He said if people were given an opportunity to attend these meetings in the future, it might be helpful to hold them in the evening when people are not working. The afternoon meetings work well for people who are retired or not working. He continued saying that when you look at a vision of what we want our area to look like, there are certain models to follow. There is the Los Angeles model of traffic congestion and gridlock, and then there is the Portland, Oregon model which is proactive planning. There is a plan to widen Southern Boulevard to 8 lanes. In Portland, they would have done some planning and realize there are homes that will be built in a certain area, and use a light rail system to accommodate those locations. It appears here that developers build things and then the MPO plans around the developers' buildings.

He added there are bike paths built along six-lane roads which are absolute suicide. Instead of taking bike paths and building them along our wonderful canal systems here which is a pleasant place to ride, you have them along places like Military Trail. It makes no sense at all. That is not planning. Another thing is Tri-Rail. It is a great way to get to the airport, but if you take a vehicle to get to Tri-Rail, then another vehicle to get where you need to go, it is not a viable system. Why not put a light rail system along the FEC track so people can make quick stops and get where they need to go to the downtown areas along the east coast. The Tri Rail system is too complex of a system.

MR. WHITFIELD advised that MPO staff is working on the bicycle path report and it will be presented to the MPO on February 19.

MS. JACOBS commented on the time that public meetings are held. She said that last time the Certification Team was here in 2002 the public hearing was held at 301 North Olive in the Board of County Commission Chambers at 6:00 p.m. There were very few people who attended the meeting. It is difficult to find the right time that will be convenient for the entire public. She added that it was a very valid thought and situation that needs to be addressed.

MS. JEAN MATTHEWS said she was a resident of Delray Beach and a few months ago a City road, a County road and State road were all under construction at the same time. It was virtually impossible to get anywhere. She said she understands that the road must be done, but it would be helpful to have a website to go to in order to find out the best route to take in these situations.

MR. WHITFIELD said the County and MPO are working on a website that will provide that kind of information.

MS. SUSAN STECHNIJ, Maternal, Child, Family Health Alliance, said things are continually improving in terms of mass transit in the County. There still needs to be improvements made and this is not a fault of the MPO. There needs to be more money available to purchase more buses and more emphasis in the county on mass transit.

MS. JACOBS inquired if there were any other comments. There were none. She thanked those who attended the meeting and for their comments. If there are other comments, please contact the MPO with those comments.

The Public Meeting was adjourned at 3:22 p.m.

PALM BEACH MPO CERTIFICATION REVIEW PUBLIC COMMENTS

February 2004

NAME	COPY OF FINAL CERTIFICATION REPORT	DATE	PUBLIC COMMENTS
Armstrong, Chip 4240 Delmora Court PBG, FL 33418 Email: chiparmstrong@bellsouth. net	X	2-4-04	You are doing a good job!
Babson, Martha 156 East 21 st Street Riviera Beach, FL 33404 Email: N/A	X	2-9-04	The MPO needs to put a <u>time limit</u> on Riviera Beach's plans to "re- locate" US Highway 1- because the only money behind this ideal is the 15 million set aside for the "Beautifying RT.1" project. Estimated costs for the re-location are from 50 to 80 million. The City has no funds nor has the Community Redevelopment Agency. Still, the CRA tells potential businesses that the property they are

			considering to develop is in the path of the “New Route 1,” and existing businesses will be relocated. They are told and so do not make capital improvements. HELP US! WE ARE STAGNATING.
Dee’s T-Shirt 2120 Broadway Riviera Beach, FL 33404 Contact: Mike Mahoney	X	2-4-04	My concern is the maintenance along US-1 in Riviera Beach, FLA. Myself and six other businesses along a 1-block stretch, submitted to the MPO of PBC a written complaint w/pictures. This road needs immediate attention. The flooding, the streetlights have been causing problems along US 1 and the structure of the road is deteriorating. The local city officials want to move the whole Federal Highway west 600ft, leaving us in the cold. Please look into this and call me, at (561) 842-5800-Mike Mahoney.
Fennell, R.Brian 243 Potter Road West Palm Beach, Fl 33405	X	2-4-04	No Comments
Leftwich, D. Scot; PhD, P.E Leftwich Consulting Engineers 12151 Science Dr. Suite 101 Orlando, FL 32826 Email: Scot.leftwich@lce-fl.com	X	2-5-04	No Comments
Maternal Child Family Health Alliance 411 8 th Street West Palm Beach, FL	X	2-4-04	Continued and more mass transit needed Train horns excessive; new technology needs to

33401 Contact: Susan Stechnij Email: susanwpb@hotmail.com			be installed
Matthews, Jean Palm Beach County Parks & Recreation 2700 6 th Avenue South Lake Worth, FL 33461 Email: jmatthew@co.palm-beach.fl.us	X	2-4-04	No Comments
Palm Beach County Health 901 Evernia Street West Palm Beach, FL 33401 Email: Paul.Kalomoras@doh.state.fl.us	X	2-4-04	Look into expanding our buses to a more frequent schedules weekdays especially for east-west routes; i.e. 7N Bus only run every hour east/west bound. Also, this would relieve future traffic problems especially for the Southern Blvd widening project.
Pardo, Dawn 1251 Singer Drive Riviera Beach, FL 33404	X	3-18-04	I have serious concerns about traffic issues in Riviera Beach. Regardless if more public transportation is provided, can the road handle it? There are about 3,000 new units coming to Singer Island. A small barrier island. Traffic, in season is a nightmare. I can't imagine 3 years from now. Mainland Riviera Beach is just as bad. Please ask for county/city traffic studies and analyzed them to affect safety, hurricane evacuation and quality of life for the citizens of the city. I would like to be notified on all issues regarding Riviera Beach.
Rasmussen, Jay A.	X	2-10-04	Why is Riviera Beach spending millions of

1262 Sugar Sands Riviera Beach, FL 33404			public funds to move 451-Broadway? They talk redevelopment yet eliminate business along Broadway. And have you seen the traffic circles? (Term RoundABOUTs) Did this ever meet MPO goals?
Scott, Curtis 3037 Marbella Court WPB, FL 33409 Email: cescott@mindspring.com	X	2-4-04	No Comments
Stechnij, Susan	X	2-5-04 (fax)	Commendations to the staff (especially the efforts of Angela Morlok) for planning and acquiring funding for the regional transportation bus route between Belle Glade and Clewiston Congratulations to the staff for putting together an RFP for a much needed community circular routes for the cities of Palm Beach County. This system will facilitate transportation for many residents, who need to travel within their won area for doctor's appointments, pharmacy, grocery shopping, etc. In the long run this will save the county funds for Para transit trips.
Ward, Gerald M. P O Box 10441 Riviera Beach, FL 33410 Email: wardgm@gate.net	X	2-7-04	Palm Beach County MPO is functional! At the same time it its communication and relation process restricts the smaller entities (governments & businesses & citizens). Those govts with staffs and consultants get MPO

			<p>staff time and action. Those w/o suffer. MPO needs to either convert existing staff or additional staff to an “outreach” function targeting (visiting and communication) with affected govts/business/citizens! (Remember we have 38 local govts in PBC, 37 municipalities and untold higher level special districts.) that are proposed to be affected by projects or changes in direction of MPO command and control of transportation in the county</p>
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APPENDIX E

Broward County MPO

Site Visit Participants

February 10-11, 2004

Federal Highway Administration

Lee Ann Jacobs

Tamara N. Christion, PDP

Federal Transit Administration

Roger Krah

Florida Department of Transportation, District 4

Larry Merritt

Lloyd Robinson

Gregor Senger

Jorge Padron

Beatriz Caicedo-Maddison

John Krane

Gregor Senger

Broward County MPO

Jennifer Schaufele

Gil Davis

Enrique Zelaya

Lahoma Scarlette

Sherie Hall

Christine Heshmati

Roger Del Rio

Debbie Byrnes

Ossama Al Aschkar

Jason Price

Broward County Transit

Lorraine Smith

Bob Fossa

Catardra Noye

Port Everglades

David Anderton

Broward County Aviation

Gary Sypek

Stephen Wilson

Broward County Traffic Engineering

Jihad El Eid
Murali Pasumarthi

Broward County Mass Transit
Ed Wisniewski
Andrea Busada

Broward County Air Quality
Daniela Baun
Cindy Corbett-Elde

South Florida Regional Transportation Authority (Tri-Rail)
Loraine Kelly-Cargill
Marie Jarman

Florida Department of Environmental Protection
Bruce Offord

Florida Department of Health
Selva Selvendran

City of Fort Lauderdale
Jim Naugle

Community Involvement Roundtable
John Rude

Citizen
Dan Glickman

APPENDIX F

Broward County MPO Certification Review

Agenda

Tuesday, February 10, 2004

Meeting Location:

Broward County Metropolitan Planning Organization (MPO)
115 South Andrews Avenue, Room 302
Fort Lauderdale, Florida 33301

<u>Time</u>	<u>Item</u>	<u>Participants</u> *
9:00 a.m.	Welcome / Introductions Purpose of the Certification Process Review schedule and close-out process	Federal Review Team, MPO, BCT, Tri-Rail, and FDOT
9:15 a.m.	Overview of the Broward County Metropolitan Planning Organization and Transportation Planning Process; Opportunity to Share "Best Practices," "Lessons Learned" and Future Needs	MPO, BCT, FDOT, Tri- Rail and Federal Review Team
10:00 a.m.	Break	
10:15 a.m.	Discussion of Previous Review Findings - Corrective Actions - Recommendations	Federal Review Team, MPO, BCT, Tri-Rail and FDOT
11:00 a.m.	Organization and Management of the Planning Process (MPO Structure) / Discuss the flow of input from subcommittees to the MPO and staff coordination with other agencies	MPO, Federal Review Team, BCT, Tri-Rail and FDOT
11:45 a.m.	Lunch	

Broward County MPO Certification Review

Agenda

Tuesday, February 10, 2004 (Cont'd.)

Meeting Location:

Broward County Metropolitan Planning Organization (MPO)
115 South Andrews Avenue, Room 302
Fort Lauderdale, Florida 33301

1:15 p.m.	Major Regional Issues and Priority Planning Activities	MPO , Federal Review Team, FDOT, Tri-Rail and BCT
1:45 p.m.	Discussion of the following topics: <ul style="list-style-type: none"> • TEA-21 Planning Factors/Planning Emphasis Areas • Travel Demand Forecasting/Land Use • Long Range Transportation Plan • Intermodal Activities - Transit/ Bicycle-Pedestrian/ Freight Transportation • Disadvantaged/ Welfare-to-Work • Unified Planning Work Program 	Federal Review Team , MPO, FDOT, Tri-Rail and BCT
3:00 p.m.	Break	
3:15 p.m.	Continue Discussion of Topics (see above)	Federal Review Team , MPO, FDOT, Tri-Rail, BCT
4:30 p.m.	Adjourn	

NOTE: The Public Involvement Component of the Certification review was conducted on February 3 (Governmental Center, Room 430) in conjunction with a regularly scheduled meeting of the Community Involvement Roundtable.

Broward County MPO Certification Review

Agenda

Wednesday, February 11, 2004

Meeting Location:

Broward County Metropolitan Planning Organization (MPO)
115 South Andrews Avenue, Room 301
Fort Lauderdale, Florida 33301

9:00 a.m.	Discussion of the following topics: <ul style="list-style-type: none">• Financial Planning• Transportation Improvement Program/Planning Studies• Public Involvement/Title VI• Congestion Management System• Intelligent Transportation Systems	Federal Review Team, MPO, FDOT, Tri-Rail and BCT
10:15 a.m.	Break	
10:30 a.m.	Continue Discussion of Topics (see above)	Federal Review Team, MPO, FDOT Tri-Rail and BCT
11:45 a.m.	Lunch	
1:15 p.m.	<ul style="list-style-type: none">• Air Quality and Environment considerations / ETDM	Federal Review Team, MPO, FDOT Tri-Rail and BCT
2:15 p.m.	Break	
2:30 p.m.	Continue Discussion of Topics (see above)/ Comments from Public meeting	Federal Review Team, MPO, FDOT, Tri-Rail and BCT
3:30 p.m.	Federal Review Team discussion	Federal Review Team
4:00 p.m.	Preliminary Findings	Federal Review Team, MPO, FDOT, Tri-Rail and BCT
5:00 p.m.	Adjourn	
7:00 p.m.	Bicycle / Pedestrian Advisory Committee Meeting	

NOTE: Preliminary comments regarding regional coordination issues will be discussed with the Palm Beach, Broward, and Miami-Dade MPOs on February 26 in Ft. Lauderdale as the final portion of the TMA certification process for the entire Miami Urbanized Area.

APPENDIX G
Broward County MPO
Public Meeting Notice

NOTICE OF PUBLIC MEETING

The Broward County Metropolitan Planning Organization (MPO) will hold a public meeting regarding Broward County's Transportation Planning Process. Representatives from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT) will be present, and are interested in hearing from you. This is an opportunity for all citizens to provide ideas, comments and questions on how transportation facilities and services are planned and coordinated in Broward County.

WHEN: Tuesday, February 3, 2004

TIME: 6:00 P.M.

WHERE: Broward County Governmental Center (Room 430)
115 South Andrews Avenue
Fort Lauderdale, Florida 33301

For further information call 954-357-7810. Persons needing special accommodations to participate in this proceeding may contact staff at 954-357-6608 for assistance; if hearing impaired, telephone the Broward County Call Center at 954-357-3745 (TDD).

APPENDIX H

Broward County MPO Public Meeting Participants/Public Meeting Comments

Community Involvement Roundtable
February 3, 2004

MEMBERS PRESENT:

John Rude, Chair City of Fort Lauderdale
Jonathan Allen, Broward County
Jason Cottrell, City of Plantation
Larry DeRose, City of Sunrise
Sheryl Dickey, City of Fort Lauderdale
Marion Henderson, Environmental Coalition
Bill Higerd, City of Pompano Beach
Ashley Mackey, Broward County School Board
Tom Moldenhauer, CTST
Cmdr. Thomas Murray, US Navy/Waterborne Transportation
Isadore Nachimson, City of Pembroke Pines
Art Rosen, Broward Business and Professionals Association
Ferne Sherman, American Lung Association
Mike Sherman, Fort Lauderdale Chamber of Commerce
Mae Simmons, Broward Board of Realtors
Johny Zadek, League of Women Voters

OTHERS PRESENT:

Ossama Al Aschkar, DPEP/MPO Staff
Roger Del Rio, DPEP/MPO Staff
Dan Glickman, resident
Peter Haliburton, Kittelson and Associates
Chris Heshmati, DPEP/MPO Staff
Lee Ann Jacobs, Federal Highway Administration Florida Division
Mayor Richard Kaplan, City of Lauderhill
Bill Keith, Keith and Associates
Cathy Kendall, Federal Highway Administration Florida Division
Carlos Majia, City of Deerfield Beach
Elizabeth Martin, Federal Transportation Administration Region IV
Sean McSweeney, DPEP/MPO Staff
Lloyd Robinson, FDOT
Lahoma Scarlette, DPEP/MPO Staff
Jennifer Schaufele, DPEP/MPO Staff Director
Mike Smith, resident

The meeting of the Broward County Metropolitan Planning Organization (BCMPO) Community Involvement Roundtable (CIR) was held on Tuesday, February

3, 2004, at 6:00 p.m., in Room 430 of the Broward County Governmental Center. A quorum was present.

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Chair called the meeting to order and announced the Pledge of Allegiance would not be recited.

2. APPROVAL OF MINUTES – DECEMBER 2, 2003

A motion by Mr. Higerd to accept the December 2, 2003 minutes was seconded by Mr. Moldenhauer and approved unanimously.

CONSENT AGENDA

(Mr. Mackey entered during this item)

3. MOTION TO RECOMMEND MPO APPROVAL OF BROWARD COUNTY MPO DRAFT PUBLIC INVOLVEMENT PLAN (PIP) FOR FY 2004/07.

The Chair announced the disbursement of the speaker cards for the community at-large to complete prior to speaking. The Chair introduced Mayor Kaplan, MPO Chair and President of AAMPO--the state level of the MPOAC. The mayor addressed current issues to local and state MPO's such a dialogue to reauthorize TEA-21, the issue of the three MPO's remaining separate although coordinating regionally, and announced every city in Broward is involved in the MPO except Lazy Lake. He expressed his gratitude to the CIR for letting him speak.

Ms. Schaufele concurred that the issue of reappointment may affect all boards of the MPO. Ms. Scarlette announced the PIP already had been posted for 45 days and that copies have been available in the MPO office, in the Governmental Center. Ms. Heshmati clarified Transportation Planning supports the Port Everglades Security Program, but does not fund it. **Ms. Schaufele stated though the issue of projects cost-effectiveness is not addressed in the PIP, she would meet with DOT, to establish forecasting and create a system to track projects, and would bring the outcome back to this committee.**

A motion by Commander Murray to recommend MPO approval of Broward County MPO Draft Public Involvement Plan (PIP) for FY 2004/07, was seconded by Mr. Rosen and approved unanimously.

4. MOTION TO RECOMMEND THE MPO APPROVE ADDITIONAL FUNDING FOR FLORIDA INTERSTATE HIGHWAY SYSTEM (FIHS) PROJECT ADVANCEMENT

There was no discussion on this item.

A motion by Mr. Higerd to recommend the MPO approve additional funding for Florida Interstate Highway System (FIHS) project advancement was seconded by Ms. Zadek and approved unanimously.

REGULAR AGENDA

5. PRESENTATION, PUBLIC HEARING AND COMMENTS ON FEDERAL CERTIFICATION PROCESS – PUBLIC INVOLVEMENT COMPONENT.

(Mr. Allen entered during this discussion)

The Chair introduced Ms. Jacobs who prefaced her presentation with gratitude to Ms. Schaufele, Mayor Kaplan, and the CIR. Ms. Jacobs announced the Certification Team: Ms. Kendall, Ms. Martin, who highlighted the major certification requirements, the three C's: congestion, clean air, and citizens. They stated congestion would be assessed in the PEA's, LRTP, TIP, and UPWP. Clean air would be assessed in Title VI, ADA, DV Programs funded by them. They announced, just as they had their first review in 1995, the second in 1998 and the third February 20-22, 2001, that this one, the fourth, will be done soon – the reason -- for a site visit of two days, addressing staff, partners, DOT, citizens, and public and elected officials. They explained that after six to eight weeks, they will summarize the visit and issue certification actions and present findings to the MPO Board. Additionally, the team gave an opportunity/option for public comment, to have/receive reasonable access to information, and adequate notice and time to comment at this meeting; so comments could be taken into consideration, possibility aspects for improvement/suggestions. Some of the questions asked were:

Mr. De Rose asked 1) whether the state and county received the acceptance certificate for DBE Business and; 2) since the state does not recognize DBE as a business, how would the state satisfy the DBE program? **Ms. Jacobs stated she will address that with the FTA as it is part of the Civil Rights umbrella with dedicated staff, specifically for Civil Rights. (Response: The question pertained to whether or not the federal program for the use of disadvantaged business enterprises was still in effect. The answer is yes. Although specific percentages on federal contracts are no longer required, the state must demonstrate and document that they are meeting their DBE goals overall. More information on the State's DBE program, please contact the Florida Department of Transportation Equal Opportunity Office.)**

Mr. Nachimson asked: 1) if the current 25-30 year projections could be brought down to 10 years, and; 2) asked if computers could be utilized in this area of projections. Ms. Jacobs reasoned that to take a road project to be built, part of that, is seven to ten years. Ms. Martin added that the Federal Government has a 20-year horizon. Mayor Kaplan stressed: a) the TIP is five years and is a concrete short term plan over the next five years; b) the LRTP is the long term planned/prepared plan over the next 30 years; c) five-year solutions are handled in the Short Range Plan; d) the obstacles decision makers face are: political, practical, and technological, as it is in the

BRT Master Plan, making accommodations in phases; e) projects are due within the time period, not the end-time period.

6. MOTION TO RECOMMEND THE MPO AMEND THE YEAR 2025 LONG RANGE TRANSPORTATION PLAN (LRTP)

6.1 STATE ROAD A1A INTERSECTION IMPROVEMENTS IN THE CITY OF DEERFIELD BEACH

6.2 TRANSIT AND PEDESTRIAN IMPROVEMENTS IN DOWNTOWN FORT LAUDERDALE

Mr. Al Aschkar gave a background on two amendments 1) regarding sidewalks, signalization, cost, funds by the city and CRA redevelopment agency and; 2a) change S.W. 2nd Street, for the City of Fort Lauderdale at the Performing Arts to pedestrian; 2b) Sistrunk Boulevard transit/pedestrian from I-95 to US1; 2c) Transit system downtown to the beach – DDA funded and CRA redevelopment agency; 2d) tested impact to air quality to very small. The presentation was followed by answers to member questions.

Mr. Alaschkar stated S.W. 2nd Street and Sistrunk Boulevard will be open to traffic. Mr. Keith stated the City of Deerfield Beach had made a substantial investment for \$5M for improvements and requested them to be put on the Long Range Transportation Plan and spoke about the CRA1999 creation for safety when entering Hillsboro Boulevard extending one mile, north and south, Hillsboro Boulevard A1A. Mr. Keith affirmed pier traffic would be calmed and said more information will be forthcoming later this year.

Mr. Keith stated there are lights in the program for Hillsboro to the beach.

Mr. Keith stated that as a result of public workshops that justified the need to keep the beach area pedestrian-friendly would be by utilizing the Cove Shopping Center for events to the beach area; international volleyball, boat races, and on normal weekends. Mr. Keith indicated the City of Deerfield is considering a garage that would be part of the overall planning process. Mr. Keith introduced Mr. Carlos Majia, City of Deerfield Beach instrumental to these efforts.

Mr. Al Aschkar stated there was no discussion about closing the street (Sistrunk Boulevard) adding **he would follow-up with the City of Fort Lauderdale.**

Ms. Schaufele stated (closing Sistrunk Boulevard) would not affect the program for ‘anything financial’ because the Downtown Development Authority to the Federal Government and CRA letter of no prejudice, it is in the Long Range Plan where the funds are and used for a match. The presentation resulted in the following motions:

A motion by Mr. Moldenhauer to recommend the MPO amend the current 2025 Long-Range Transportation Plan as requested by the City of Deerfield Beach was seconded by Mr. Higerd and approved unanimously.

A motion by Ms. Zadek to recommend the MPO amend the current 2025 Long-Range Transportation Plan as requested by the City of Fort Lauderdale was seconded by Ms. Dickey and was carried.

INFORMATIONAL ITEMS

7. YEAR 2030 LONG RANGE TRANSPORTATION PLAN PUBLIC INVOLVEMENT PLAN

Mr. Al Aschkar provided information about two successful public involvement workshops and introduced Mr. Haliburton that elaborated on how they address the Public Involvement Plan by using the presentation and internet questionnaire. Mr. Haliburton stated the first workshop of South Florida Regional Planning Council sought information through public involvement. The next three workshops would use the presentation at: 1) the County Commission breakfast; 2) Dorsey Riverbend, and would distribute the future workshop dates to everyone present.

What Mr. Haliburton said he heard from these workshops, is that the public wants safety and walking-access to transit for the young and disabled; to be dry; but not as much as congestion. He stated the web workroom setup is anticipated to be a means for involvement for public view of the PIP and the CIR for suggestions and their positions. He explained that the CIR would have the capability of interfacing with the web and would have a document accessibility tool for involvement. Mr. Al Aschkar agreed the web is for everyone and all documents will be on the web site.

8. 2004 ENHANCEMENT PROGRAM CYCLE

Ms. Heshmati explained the eligibility and methods criteria used in the enhancement program. Documents were distributed while Ms. Heshmati exemplified that paver bricks are more expensive than stamped pavers and that paver bricks are ineligible for enhancements. Ms. Heshmati explained the high level land-use intensity, compliments mass transit, and that the points are needed, to get to 100 points, and added bus shelters can be eligible.

9. MAJOR TIP STATUS REPORT

Mr. Del Rio explained since the past few years, reasons were provided with information on twenty-eight projects and monitored status of others, tracking criteria selection, controversial projects, transit, and transit hubs. Mr. Del Rio stated some county projects are with the Florida Department of Transportation, Transit Bridge, and the Double Tracking CSX Railroad and needed more information from Tri-Rail.

Mr. Del Rio presented State Road 7 South of Sterling Road to South of Griffin Road by showing before and after completion pictures of the project. Mr. Del Rio affirmed the Sawgrass is part of the Turnpike. Mr. Del Rio stated other projects would be tracked quarterly; Pembroke Road, Sawgrass, Hiatus from Broward to Sunrise. He informed the CIR that the Broward County Engineering web site shows all projects and the Florida Department of Transportation web site shows other projects. Mr. Del Rio distributed the MPO Reference Guide for information for various agencies. Ms. Schaufele stated the MPO needs capital to improve transit; adding CMAQ funds are good for three years and they are the only funds the MPO has and the big issue is, this county does not have a dedicated operating funding source to increase transit and that current revenue from taxes would not suffice because it is a larger issue than having capital costs, and still would be in need of operating funds. **Because of languishing construction, Mr. Del Rio stated he would follow-up on Hiatus where there is broken glass, sand, and weeds.**

CORRESPONDENCE

10. LEGISLATIVE UPDATE:

No discussion.

ADMINISTRATIVE ITEMS

MEMBER COMMENTS:

Mr. DeRose: a) Stated he was perplexed over the Enhancement Program's proportioned lower points for high land use intensity and was surprised that mass transit was being promoted; b) Suggested mainstream in-traffic re-evaluation be done (17th Street and US1) and said present circumstances are Federal and State imposed mandates; c) Asked if a public garage was considered for the Deerfield Beach A1A project.

Ms. Dickey: Stated (the City of Fort Lauderdale) proposes to close the street(s) (Sistrunk Boulevard).

Ms. Henderson: a) expressed concern about resurfacing I-95 through a busy urban area and her desire to have a safe, quiet and durable surface. b) recommended contacting the universities about utilizing their studies and their ideas; c) provided the following names and numbers: Mr. Doug Hanson, Auburn University, 334-844-6228 and Ms. Gale Page, Florida Department of Transportation, Gainesville, 352-955-2905 and; Purdue; d) expressed the desire to draft a letter to the MPO recommending the MPO ensure that the state use the best materials. Ms. Schaufele illuminated that the Florida Department of Transportation is the state's responsibility.

Mr. Moldenhauer: a) Expressed concern for clarification over reappointment (page 30 of the PIP) affecting member reappointment. b) Questioned the backup material to item 10, page 3, referencing a Port Everglades Security Program and whether it is the responsibility of Transportation Planning or Homeland Security.

Mr. Nachimson: a) inquired whose responsibility is Pembroke Road in Pembroke Pines. b) Stated he would be speaking at the Democratic Club and would be looking into contract penalty clauses for completion dates on projects; c) Queried whether the Sawgrass is part of the Turnpike; d) Asked about (which were) County projects.

Mr. Rosen: a) calculated that the Community Involvement Roundtable has spent a significant amount of time discussing mass transit issues and three hours out of a total of 15 hours of meetings per year is 20% of the CIR's time. b) Disagreed that the issue is not the number of Deerfield Beach busses (trolleys) but rather the key issue is usage to provide transportation to keep the beach safe; c) Requested clarification on the concrete plan for Sistrunk Boulevard about closing the street.

Mr. Rude: a) Asked if (closing Sistrunk Boulevard) would affect program dollars; b) Questioned whether pier traffic would be calmed northbound A1A to the S-curve where the 7-11 is in Deerfield Beach; c) Stated his preference to stop languishing construction on Hiatus Road where there is broken glass, sand, and weeds.

Mr. Sherman: a) stated the road resurfacing material is mandated and b) recommended to encourage the Florida Department of Transportation specify if it is, in fact, all what it is. c) Asked whether these (shuttles) would preclude automobiles in Deerfield Beach; d) Inquired about the outcome of a concern from a previous CIR meeting regarding the language used in the legislative draft. Ms. Heshmati replied

that it passed into law that way last April/May **and added the County would look into repealing that legislation, and that the MPO and the MPOAC would support repealing it.**

Ms. Simmons: a) Asked how could the County and Broward Sheriff's Office work out a shortcut to bypass the congestion on 17th Street and Federal Highway. Ms. Schaufele asserted it was not an issue of the MPO but of the Port Director and the County Commission. b) Ms. Simmons expressed concern for financial oversight in the cost effectiveness of projects.

A motion by Ms. Dickey to recommend the MPO seek the advice from the Florida Department of Transportation in Gainesville, and Auburn and Purdue Universities to use the best technology to have a safe, quiet, and durable surface on the I-95 resurfacing project, through the urban area, seconded by Ms. Henderson and approved unanimously.

The chair addressed whether the CIR would hold **September and November meetings but no decision could be made, and the issue was deferred.**

PUBLIC COMMENTS:

Mr. Glickman stated: a) he wanted to be part of the Public Involvement Plan; b) The public was not addressed and he does not agree with Deerfield's planned open trolley and bus 89 being the sixth bus; c) his interest in interacting with BCT on the web; d) he has been satisfied with the performance of the CIR but pointed out, they are falling behind. Ms. Schaufele empathized and concurred with Mr. Glickman about improvements.

Mr. Smith: a) stated the Federal Obligations of the PIP; noted the second public announcement in the newspaper, the survey on the web, an ongoing list, and the 2004 Broward County Capital Budget program; b) compared the Broward County Capital budget figure to that of cities in Texas and New Jersey, costing less than half of Broward County's and recommended to keep the annual \$240M per mile.

Someone from the public: a) commented there was not a bus going from Hillsboro to the beach, noting the crowd and no lights.

A motion at 7:54 p.m., by Mr. Higerd to dismiss the meeting was seconded by Ms. Henderson and approved by all.

An audio is kept with the supplemental papers from this meeting.

2-3-04 CIR minutes.doc

BROWARD COUNTY MPO CERTIFICATION REVIEW PUBLIC COMMENTS

February 2004

The comments below were received because of the public meeting portion of the certification review process. As they deal with specific local plans and projects, they have been forwarded to the MPO for review and response.

NAME	COPY OF FINAL CERTIFICATION REPORT	DATE	PUBLIC COMMENTS
Michael Smith P.O. Box 5172 Ft. Lauderdale, FL 33310	Yes	2-3-04	No comment.
Dan Glickman 153 Farnham G Deerfield Beach, FL 33442	Yes	2-3-04	Noted above under Public Comments.
Don Healy Post Office Box 2213 Hallendale, FL 33008	Yes	2-3-04	<p>How does the RTA effect your plans and do you work with them?</p> <p>Will Broward transit ever improve Sunday service so people can go to work, church on time and not worry about getting home?</p> <p>Will Broward Transit ever go to 24 hour service?</p> <p>Any plans to stop/eliminate growth so DOT and transit can catch up to what's needed now?</p>
Rochelle Nierman 200 Diplomat Parkway, #227 Hallendale Beach, FL 33009	Yes	2-3-04	<p>To whom it may concern:</p> <p>Population and vehicular growth are the twin strands of a Gordian rope; that is, little by little, strangling the well-being of Broward residents.</p> <p>Neither the MPO, nor the appointed CIR could have anticipated the tumultuous growth of the past dozen years. Yes, plans for eventual modest growth by our planning department for 5-10 and even what was referred to as "fantasy" has blown up and expanded even beyond daydreams and hopes.</p>

			<p>Realistically, none of Broward is more than 60 years old; but there are internal struggles of “mind-set” to help Broward grow. Logical growth plans for all kinds of problems and water, traffic, bridges, streets, buses- unrealistically insufficient-expressway, Tri-Rail; and they all pale to the ubiquitous developer and the cars that followed.</p> <p>In a way are we victims of our own dream of growth and success? If so, how can we make this growth work “for” us- not against us?</p>
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APPENDIX I

Miami-Dade MPO Site Visit Participants February 24-25, 2004

Federal Review Team

Sabrina David, FHWA – FL Division
Lee Ann Jacobs, FHWA – FL Division
Tianjia Tang, FHWA Resource Center
Elizabeth Martin, FTA- Region IV

Florida Department of Transportation, District 6

Rafael De Arazoza
David Korros
Gina Caminiti
Jean Casto
Suzie Ladouceur
Janet Seitlin
Jeffery Dodge
Alice Bravo
Karen McGuire
Jesus Martinez

Miami-Dade County MPO:

Jose-Luis Mesa
Irma San Roman
Carlos Roa
Jesus Guerra
Stephanie Cohan
Michael Moore
Oscar Camejo
Frank Baron
David Henderson
Susan Schreiber
Wilson Fernandez
Paul Chance
Elizabeth Rockwell
Zainab Salim

Miami-Dade Transit

Mario Garcia
Clinton Forbes

Miami-Dade Public Works

Delfin Molins

Jeff Cohen

Miami-Dade Aviation

Manuel Rodriguez

Margaret Chamorro

Miami-Dade Expressway Authority

Sam Gonzalez

Lisa Colmenares

South Florida Regional Transportation Authority

Jonathan Roberson

Miami-Dade Seaport

Carl Fielland

Miami-Dade Dept. of Environmental Resources Management

Bruce Coward

Arturo Bolivar

Miami-Dade Planning and Zoning Dept.

Chuck Blowens

Other Attendees

Jon Saints, FIU – GIS

Marissa Perry, FIU – GIS

Jill Strube, FIU

Rosa Davis, Urbana

Ines Hernandez, Urbana

Winsome Bowen, TARC

Ramon Alvarez, David Plummer Assoc.

Bernard Spinrad, IDAS

Juanda G. Ferguson, ALEDNAM

APPENDIX J

Miami-Dade MPO Certification Review Agenda

<u>Tuesday, February 24, 2004</u> <u>Meeting Location:</u> Miami-Dade Metropolitan Planning Organization (MPO) Stephen P. Clark Center, 12 th Floor Conference Room 111 NW 1 st Street Miami, Florida 33128		
<u>Time</u>	<u>Item</u>	<u>Participants *</u>
9:00 a.m.	Welcome / Introductions Purpose of the Certification Process Review schedule and close-out process	Federal Review Team, MPO, MDT, Tri-Rail, and FDOT
9:15 a.m.	Overview of the Miami-Dade Metropolitan Planning Organization and Transportation Planning Process; Opportunity to Share "Best Practices," "Lessons Learned" and Future Needs	MPO, MDT, FDOT, Tri-Rail and Federal Review Team
10:00 a.m.	Break	
10:15 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none">• Corrective Actions• Recommendations	Federal Review Team, MPO, MDT, Tri-Rail and FDOT
11:00 a.m.	Organization and Management of the Planning Process (MPO Structure) / Discuss the flow of input from subcommittees to the MPO and staff coordination with other agencies	MPO, Federal Review Team, MDT, Tri-Rail and FDOT
11:45 a.m.	Lunch	

Miami-Dade MPO Certification Review

Agenda

Tuesday, February 24, 2004 (Cont'd.)

Meeting Location:

Miami-Dade Metropolitan Planning Organization (MPO)
Stephen P. Clark Center, 12th Floor Conference Room
111 NW 1st Street, Ste. 910
Miami, Florida 33128

1:15 p.m.	Major Regional Issues and Priority Planning Activities	MPO , Federal Review Team, FDOT, Tri-Rail and MDT
1:45 p.m.	Discussion of the following topics: <ul style="list-style-type: none"> • TEA-21 Planning Factors/Planning Emphasis Areas • Travel Demand Forecasting/Land Use • Long Range Transportation Plan • Intermodal Activities - Transit/ Bicycle-Pedestrian/ Freight Transportation Disadvantaged/ Welfare-to-Work • Unified Planning Work Program 	Federal Review Team , MPO, FDOT, Tri-Rail and MDT
3:00 p.m.	Break	
3:15 p.m.	Continue Discussion of Topics (see above)	Federal Review Team , MPO, FDOT, Tri-Rail, MDT
4:30 p.m.	Adjourn	

Miami-Dade MPO Certification Review

Agenda

Wednesday, February 25, 2004

Meeting Location:

Miami-Dade Metropolitan Planning Organization (MPO)
Stephen P. Clark Center, 12th Floor Conference Room
111 NW 1st Street, Ste., Miami, Florida 33128

9:00 a.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Transportation Improvement Program/Planning Studies • Public Involvement/Title VI • Financial Planning • Congestion Management System • Intelligent Transportation Systems 	Federal Review Team, MPO, FDOT, Tri-Rail and MDT
10:15 a.m.	Break	
10:30 a.m.	Continue Discussion of topics (see above)	Federal Review Team, MPO, FDOT, Tri-Rail and MDT
11:45 a.m.	Lunch	
1:00 p.m.	<ul style="list-style-type: none"> • Air Quality and Environment considerations / ETDM 	Federal Review Team, MPO, FDOT Tri-Rail and MDT
2:00 p.m.	Break	
2:15 p.m.	Continue Discussion of Topics (see above)	Federal Review Team, MPO, FDOT, Tri-Rail and MDT
2:45 p.m.	Federal Review Team discussion	Federal Review Team
3:15 p.m.	Preliminary Findings	Federal Review Team, MPO, FDOT, Tri-Rail and MDT

Miami-Dade MPO Certification Review

Agenda

Wednesday, February 25, 2004

Meeting Location:

Miami-Dade Metropolitan Planning Organization (MPO)
Stephen P. Clark Center, County Commission Chambers
Second Floor, 111 NW 1st Street, Ste.
Miami, Florida 33128

3:45 p.m.	Adjourn	
5:00 p.m.	Citizen Advisory Committee Meeting / Public Meeting	Federal Review Team , Public, MPO, FDOT, Tri-Rail and MDT

NOTE: Preliminary comments regarding regional coordination issues will be discussed with the Palm Beach, Broward, and Miami-Dade MPOs on February 26 in Ft. Lauderdale as the final portion of the TMA certification process for the entire Miami Urbanized Area.

APPENDIX K1

Public Meeting Notice Miami-Dade MPO

PUBLIC HEARING

The Governing Board of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area will hold a public hearing on Wednesday, February 25, 2004 at 5:00 p.m. in the County Commission Chambers, Stephen P. Clark Center, 111 NW First Street, Miami, Florida, for the purpose of discussing the following:

Federal Highway and Federal Transit Administrations conduct Public Review of Miami- Dade County Metropolitan Planning Organization

Every three years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct a review of the Miami-Dade MPO. The primary purpose of the certification review is to examine the MPO's ability to comply with Federal planning laws and regulations.

This meeting is to provide the public an opportunity to express their thoughts and comments about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, inform the public about the Federal transportation planning requirements, and provide follow-up action to demonstrate the public's issues are seriously considered.

All interested parties are invited to attend. For further information, please contact the MPO Secretariat, Stephen P. Clark Center, 111 NW First Street, Suite 910, Miami, Florida 33128, phone: (305) 375-4507; e-mail: mpo@miamidade.gov ; website: www.miamidade.gov/mpo

It is the policy of Miami-Dade County to comply with all requirements of the Americans with Disability Act. For sign language interpretation, please call (305) 668-4507 five days in advance.

APPENDIX K2

Public Meeting Notice

Metropolitan Planning Organization



NOTICE

SAVE THE DATES FEBRUARY 24 AND 25, 2004

Every three years, the United States Department of Transportation (USDOT) conducts a certification review of the Metropolitan Planning Organization (MPO) Transportation Planning Process as required by law. On Tuesday, February 24th and Wednesday, February 25th the Federal Team will conduct this triennial evaluation in the 12th Floor Conference Room, Stephen P. Clark Center, 111 NW First Street, Miami, Florida. The primary purpose of the certification review is to evaluate the MPO's compliance with Federal regulations. The public is invited to attend this two day process.

In addition, Citizens Transportation Advisory Committee (CTAC) will hold a Public Hearing on Wednesday, February 25, 2004 at 5:00 p.m. in the County Commission Chambers, Stephen P. Clark Center, 111 NW First Street, Miami, Florida, to provide the public an opportunity to express their thoughts and comments about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues and inform the public about the Federal transportation planning requirements

For further information, please contact the MPO Secretariat, Stephen P. Clark Center, 111 NW First Street, Suite 910, Miami, Florida 33128, phone: (305) 375-4507; e-mail: mpo@miamidade.gov ; website: www.miamidade.gov/mpo

It is the policy of Miami-Dade County to comply with all requirements of the Americans with Disability Act. For sign language interpretation, please call (305) 668-4507 five days in advance.

APPENDIX L

PUBLIC MEETING MINUTES/ PUBLIC COMMENTS **MIAMI-DADE COUNTY**

As part of the Miami-Dade County TMA certification review, a public meeting was held on Wednesday, February 25, 2004 at 5:00 p.m. in the County Commission Chambers at the Stephen P. Clark Center. This meeting was held in conjunction with a regularly scheduled CTAC meeting, and was broadcast over a local public access television channel. Local citizens were provided the opportunity to telephone, e-mail, mail in comment cards or orally present questions and comments about the transportation planning process in Miami-Dade County to the federal review team. The meeting ended at approximately 7:45 p.m. A summary of the meeting and comments from the meeting are provided below:

CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

**STEPHEN P. CLARK GOVERNMENT CENTER
111 NW 1ST STREET
MIAMI, FL 33128
COMMISSION CHAMBERS**

SUMMARY OF MINUTES

MEETING OF WEDNESDAY FEBRUARY 25, 2004

CTAC ATTENDANCE:

Frank Hernandez, Chair
Mike Hatcher, First Vice-Chair
Norman Wartman, Second Vice-Chair
Rolando Acosta
Jose de Almagro
Joseph Fontana
Daniel Fils-Aime
Maurice Gan
Mac Glasgow

Emma Pringle
Ramon Ramos
Robert Ruiz
Lee Swerdlin
Janak Thakkar
Naomi Wright
Frank Zeinali
Mario Martinez Malo

OTHERS PRESENT:

Elizabeth Rockwell, CTAC Secretariat
Paul Chance, CTAC Secretariat Assistant
Jose Mesa, MPO
Stephanie Cohan, MPO
Irma San Roman, MPO
Susan Schreiber, MPO
Wilson Fernandez, MPO
Jose A. Ramos, MDAD
Gary Donn, FDOT
Mario Garcia, MDT
David Korros, FDOT
Jeff Cohen, Public Works
Delfin Molins, Public Works
Miles Moss, CITT

Sabrina David, FHWA
Lee Ann Jacobs, FHWA
Tianjia Tang, FHWA
Elizabeth Martin, FTA
Ines Azfonso, Citizen
Beatriz Goudie, Citizen
Nicola Stasi, Citizen
Andrew Burgess, Citizen
Arlene Martinez, Citizen
Ruben Almaguer, Citizen
Donna Almaguer, Citizen
Jorge Espinel, Citizen
Juanda Ferguson, Alednam
Juan C. Nistol, Fountaine Bleau
MAC

Mr. Frank Hernandez, Chair, welcomed everyone to the meeting and recognized quorum.

I. APPROVAL OF AGENDA

Mac Glasgow moved the agenda and the motion was seconded by Lee Swerdlin. Upon being put to a vote, the motion passed unanimously.

II. OPEN MPO RECERTIFICATION PUBLIC HEARING

Mr. Hernandez thanked all the agencies for attending the CTAC Public Hearing meeting and he also thanked the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for being in attendance.

CTAC Secretariat, Elizabeth Rockwell, explained briefly that the Public Hearing was a part of Triennial Certification for the Miami-Dade Metropolitan Planning Organization (MPO). The MPO is reviewed every three years by federal law. Ms. Rockwell introduced Tianjia Tang, Sabrina David, and Lee Ann Jacobs from FHWA and Elizabeth Martin from FTA who were in attendance to answer any questions from the public regarding the MPO process.

Lee Ann Jacobs and Tianjia Tang gave a presentation on their background about the certification process. The FHWA are making sure the MPO are in compliance set out by Tea-21.

The following questions/comments were asked and answered by the appropriate agencies during the Public Hearing.

Vincent Marciel – The Dadeland North Station needs more Parking.

Federico Cuadra – There's a great deal of congestion around US-1 and Kendall Dr. especially driving from SW 72nd Ave to 64th Street to the University of Miami in the morning, maybe another street added to the school would help. We can't drive on residential streets during certain hours. That's sometimes a problem. What can be done?

Richard Wilson – I-95 needs reversible flow lanes for buses to carpools.

Arthur Shiller – Rickenbacker Causeway needs SunPass lanes.

Sean Sanchez – NW 87th Ave needs to go over Okeechobee Canal to connect to the Southern portion of 87th Ave.

Jason English -Can child seats be provided on buses?

Oscar Springfield – Is there going to be a light Rail train from downtown to Aventura?

Miguel Agustin – SR 112 Westbound needs to go over LeJeune Road.

George Gutierrez – You need to widen Kendall Dr. from 14th Avenue to Krome.

Martha Ramsfeld – Are there plans to incorporate FIU into the Miami-Dade transportation grid?

Anonymous – Why are the tolls being increased again?

Anonymous - Can I bring my bike on Metrorail? I want to see more bike lanes added to the roads. What can I do?

Walter Hernandez -The I-75 exit to SR 826 S needs more than one lane. What is being done?

Andre Eugene – I take the bus everyday, but wish the service was better and faster. Do we have plans to improve the county bus service and make buses run better and more frequently?

Martin Concha – I was watching Univision a few weeks ago I saw a program where the MPO and transportation issues were being discussed. I was not aware of the MPO and I am happy to know that an organization like this exists.

Jane Thomas – Are there any plans to include the KAT service in West Kendall?

Francious Baptiste – A few Saturday's ago I was listening to radio Carnivale and heard information about the long range plans and the TIP was also discussed, but I would like more information on how these plans affect the Haitian community how I can get involved.

The public hearing was adjourned at 6:30 pm.

III. APPROVAL OF MINUTES

Joe Fontana requested that the following be added to the minutes: He wanted to be updated on who the consultants are concerning the Bay Link Project. He would also like to MPO Director, Jose Mesa, Miami-Dade Transit Director, Mr. Roosevelt Bradley, and Public Works Director, Arístides Rivera to attend future CTAC meetings to provide updates on various transportation issues.

Naomi Wright moved for the approval of the minutes as corrected for the January 28, 2004 meeting and the motion was seconded by Mac Glasgow. Upon being put to a vote, the motion passed unanimously.

IV. WELCOME NEW CTAC MEMBERS

New CTAC member, Mario Martinez-Malo, was introduced to the Committee by CTAC Chair, Frank Hernandez. Mr. Martinez-Malo was appointed by Commissioner Souto from District 10.

V. INFORMATION ITEMS

A. PROPOSED STREET OPENING FOR SW 82ND AVENUE

Beatriz Goudie a citizen concerned about the opening of SW 82nd Avenue stated that by opening this street it would increase drag-racing and unwanted traffic in the neighborhood. She claims the citizens on this street do not want this connection to take place. Ms. Goudie expressed that the citizens were not given advance notice about the opening. She claims she is unaware of a traffic study being conducted to show the benefits of this project and that the negative impact for the entire area has not been calculated. In conclusion, Ms. Goudie wanted CTAC to create a Resolution to stop the construction on 82 Avenue.

Chair, Frank Hernandez, then asked Public Works, Jeff Cohen, to address the resident's concerns. Mr. Cohen expressed that the Public Works department will be using the existing public right away to open the half section roadway which will remain a two-way facility. No renovation is required for this road and the roadway is not being widened. Upon the completion of this work, Public Works will initiate a new traffic study to determine the most appropriate locations and devices for traffic claming and or light signalization in the area. The Public Works Director met with residents from the neighborhood prior to starting on the project, which is not currently under construction, but will be in the near future.

Naomi Wright suggested that CTAC should take the time to review the information that was received from Ms. Goudie. Ms. Wright then moved to

send this item to the March 10, 2004 Subcommittee for further evaluation. Frank Zeinali seconded the motion. Upon being put to a vote, the motion passed unanimously.

Maurice Gan announced he will be moving to Tampa therefore he will be resigning from CTAC effective April 30, 2004.

A motion was made by Mike Hatcher to delay the Chair's, Secretariat's, and Subcommittee reports until the next meeting. The motion was seconded by Mr. Glasgow. Upon being put to a vote, the motion passed unanimously.

Mr. Glasgow made a motion to adjourn and was seconded by Mike Hatcher. Upon being put to a vote, the motion passed unanimously.

VI. ADJOURNMENT

The meeting adjourned at 7:45 PM.

APPENDIX M

Regional Coordination Meeting

Participants

February 26, 2004

FHWA

Sabrina David

Lee Ann Jacobs

Tamara Christion

Tianjia Tang

Federal Transit Administration

Elizabeth Martin

Florida Department of Transportation

Lloyd Robinson, District 4

Nancy Ziegler, District 4

Larry Merritt, District 4

Jeff Weidner, District 4

David Korros, District 6

Janet Seitlin, District 6

Miami-Dade MPO

Jose Luis-Mesa

Irma San Roman

Jesus Guerra

Carlos Roa

Elizabeth Rockwell

Wilson Fernandez

Frank Baron

Michael Moore

Broward County MPO

Jennifer Schaufele

Gil Davis

Enrique Zelaya

Ossama Al Aschkar

Roger Del Rio

Chris Heshmati

Palm Beach MPO

Randy Whitfield

South Florida Regional Transportation Authority

Jonathan Robinson

South Florida Regional Planning Council

Christina Miskis

MPO Advisory Council / Center for Urban Transportation Research

Jeff Kramer

APPENDIX N

Miami Urbanized Area Regional Coordination Meeting Agenda

Thursday, February 26, 2004

Meeting Location:

FDOT District Four Office
Old Auditorium, First Floor, Eastside
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

9:00 a.m.	Welcome / Introductions Recap of site visits to Palm Beach, Broward and Miami-Dade MPOs, and close-out process	Federal Review Team , MPOs, FDOT, others as appropriate
9:15 a.m.	Regional Issues and Activities for Palm Beach, Broward, and Miami-Dade MPOs	MPOs , FDOT, Federal Review Team, others as appropriate
10:45 a.m.	Break	
11:00 a.m.	Continue Discussion of Topics (see above)	MPOs , FDOT, Federal Review Team, others as appropriate
12:00 p.m.	Lunch	
1:30 p.m.	Concluding Remarks	Federal Review Team , MPOs, FDOT, others as appropriate
2:00 p.m.	Adjourn	
		* Bold text indicates discussion lead